



House of Commons
Committee of Public Accounts

**Department
for Transport's
implementation of
Brexit**

Seventieth Report of Session 2017–19

*Report, together with formal minutes relating
to the report*

*Ordered by the House of Commons
to be printed 21 November 2018*

The Committee of Public Accounts

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Committee reports are published on the Committee’s website and in print by Order of the House.

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Contacts

All correspondence should be addressed to the Clerk of the Committee of Public Accounts, House of Commons, London SW1A 0AA. The telephone number for general enquiries is 020 7219 6593; the Committee’s email address is pubaccom@parliament.uk.

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Summary

There is a real risk that the Department for Transport (the Department) will not be ready in the event of the UK departing the EU without a negotiated deal, and this risk is increasing as time runs out to deliver what is needed. This is our latest report in a series looking at Government's preparations for Brexit. And, as in our previous reports on border preparations, customs, Defra and BEIS, we are concerned about how well Government is prepared. There is a real prospect of major disruption at our ports. The slow progress and poor communication around work to avoid this through schemes such as Project Brock concerns us. The lack of detailed information provided to businesses to help them prepare and the secrecy surrounding discussions through the use of non-disclosure agreements is hampering businesses' ability to plan. Added to this is the Department's uphill task to pass the necessary legislation in time, the majority of which the Department sees as essential, whilst allowing time for proper scrutiny of this.

With only months to go, it is extremely worrying that we are seeing these same concerns again and again with little progress being made. Even if a deal is agreed, the Department faces a challenging workload during the proposed transition period. We acknowledge the difficult situation for the Department in having to prepare for all Brexit scenarios. But it must be open about the challenges it faces and work with businesses and stakeholders to help them get ready for whatever the future brings.

Introduction

The Department is responsible for preparing the transport system for when the UK leaves the EU (including maintaining transport connectivity between the UK and the EU). The Department's responsibilities cover areas of vital importance to citizens and business spanning, for example, road, rail, maritime and air access routes to Europe. The Department reports on 17 EU Exit work streams (which largely overlap with 28 internal Departmental projects), out of more than 300 being delivered across government. The 17 work streams involve projects to deliver the changes required to the transport system to enable the UK's exit from the EU. They range, for example, from managing the transport consequences of potential disruption at ports, the permit and licensing regimes that will be in force once the UK leaves the EU through to making plans for setting new car emissions targets. The Department spent £1.6 million on EU Exit work in 2016–17 and £5 million in 2017–18. It has an allocation of £75.8 million in 2018–19 and plans to spend an additional £30–£35 million on Project Brock. The Department aims to pass 66 Statutory Instruments (SIs) through Parliament by 29 March 2019, of which it regards 61 as essential. At the time we took evidence on 24 October 2018, 19 had been laid in the House.

Conclusions and recommendations

1. **There is a significant and growing risk that the Department will not be ready if the UK exits the EU without a deal.** The Department tells us that there is little, if any, contingency left to cope with slippage amongst the 28 internal projects it has underway. The Department is dependent upon decisions being taken elsewhere in government and on the state of discussions with other countries to progress some of its plans. Projects such as the issue of permits to international drivers and road hauliers are however within its control. The Department has several IT systems related to these projects to develop and deliver within the next few weeks and months, and IT systems are notoriously difficult for government to deliver on time. The Department also acknowledges that air services and international rail travel are areas where discussions with other countries are at a very early stage.
2. **Recommendation: *The Department should write to the Committee before Christmas 2018 to set out progress achieved against its 28 projects, and which projects remain at greatest risk.***
3. **The Department's preparations for avoiding disruption around major ports are worryingly under-developed.** The Department will manage traffic and lorry-queuing at Dover through 'Project Brock'. The Department has plans to do some desk-based testing around its operation of Project Brock, although it has yet to carry it out. The Department seems happy to rely on Highways England to manage engagement with local stakeholders, but acknowledges this has not always worked well so far. The Department does not liaise directly with other English ports and their related local authorities, which it informs us is the responsibility of the Ministry of Housing, Communities and Local Government. The Department has begun in-depth discussions with the Welsh Government, but not the Scottish Government.
4. **Recommendation: *The Department should write to the Committee before Christmas 2018 setting out the results of any testing of Project Brock, and how wider plans to keep ports across the UK open for business have progressed.***
5. **There is a danger that the required legislation will neither be subject to proper scrutiny, nor passed in time for EU exit.** The Department's figures on how many SIs need to be passed by Parliament before the end of March 2019 (currently 66) are changing regularly and may change further. It had laid 19 of these 66 before Parliament by 24 October. The Department says that around half of its SIs will require debate, but that it is looking at ways to reduce this to speed up progress. We are concerned that there is a risk that the scope for Parliamentary scrutiny could be reduced for the sake of administrative convenience. The Department regards 61 as essential to be delivered before the end of March 2019, but could not explain what would happen if they weren't laid in time. We identified the same issues with the volume of legislation required in such a short space of time in our recent report on preparedness for EU exit at the Department for Environment, Food and Rural Affairs.
6. **Recommendation: *As recommended in our recent report on Defra's preparations, The Cabinet Office should prioritise EU statutory instruments across government***

to ensure the drafting of those of highest priority is completed to the proper quality standard, and that there is time for proper parliamentary scrutiny ahead of EU Exit.

7. **The Department's approach to its preparations appears complacent.** The Department told us that it was happy with progress on four of the projects where we probed further on progress (maritime databases, International Driving Permits (IDPs), the trailer registration scheme and road haulage permits), but its answers were short on detail and suggested a heavy reliance on assurance from officials in its arms-length bodies, such as Highways England with regard to Project Brock. We were left concerned that the Department remains prone to the optimism bias that we have witnessed on other projects overseen by this Department.
8. **Recommendation: *The Department should make sure that it receives regular independent assurance on the progress of key projects. As part of its update to the Committee, the Department should set out how it is drawing on independent assurance that progress is being made, and the action it has taken as a result.***
9. **Too much consultation with business organisations has taken place under the cloak of non-disclosure agreements, and this secrecy hampers the ability of the business community at large to prepare.** The Department acknowledges that key industries are seeking information to be able to develop their own contingency plans, such as the potential need for road hauliers to vary their routes or point of entry to Europe. Businesses may have to change the way they register trailers or apply for road haulage permits. Yet it appears that in making its preparations, the Department has had limited engagement with the business community at large, either in developing or testing plans. The Department's engagement with the transport industry in developing technical notices has been covered by non-disclosure agreements and the Department is unable to inform us of their scope. We see these agreements as undermining transparency and hampering the spread of information to the business community at large. Again, we raised this concern in our recent report on preparedness for EU exit at the Department for Environment, Food and Rural Affairs.
10. **Recommendation: *As we recommended in our recent report on Defra's preparations, the Department needs to limit the use of non-disclosure agreements to commercially sensitive discussions. It should urgently step up its communications with businesses and other stakeholders on what they need to do to prepare.***
11. **The Department's continuing caution in its public communication about EU Exit means the public and businesses cannot prepare adequately if there is no deal.** The Department acknowledges that communication needs to improve, as we have seen from examples such as the concerns caused by Highways England's work on the M26. While some actions may only be needed in the event of 'no deal', time is running short and we expect that groups, such as people planning to drive in the EU after March 2019, should be made aware that action will be needed soon, even if it is not yet clear what that action will be. The Department emphasises the role of third parties in disseminating information (for example, hire companies or Post Office staff issuing International Driving Permits), but has not provided detail on how it is co-ordinating this work.

12. **Recommendation:** *The Department should write to the Committee before Christmas 2018 setting out the progress made against its plans for providing the public and businesses with the information they need.*

1 Progress on work streams and projects

1. On the basis of a report by the Comptroller and Auditor General, we took evidence from the Department for Transport on the progress made with its preparations for the UK's exit from the EU.¹

2. The Department for Transport (the Department) is responsible for preparing the transport system for when the UK leaves the European Union (EU). Its objectives for EU Exit are to ensure that it is prepared to secure the best possible outcome for transport users and businesses in negotiations, and to help establish a separate, distinct international trade policy for transport in preparation for leaving the EU.²

3. The Department reports on 17 EU Exit work streams within the overall Government portfolio of more than 300. These work streams include for example securing the continuity of air and rail services, planning the permitting and licensing regimes that will operate for vehicles, planning the vehicle emissions target regime, and managing the consequences for the transport system arising from potential disruption at ports.³

4. The Department spent £1.6 million on EU Exit work in 2016–17 and £5 million in 2017–18.⁴ It has an allocation of £75.8 million in 2018–19 and plans to spend an additional £35 million on Project Brock, a project to improve congestion in Dover and Kent. To support its workload the Department must also pass a number of Statutory Instruments (SIs) through Parliament. It has identified 66 that it aims to pass by 29 March 2019, of which it regards 61 as critical.⁵

Preparations for a 'no deal' exit

5. The Department is required to report to the Department for Exiting the European Union (DExEU) on the progress of its work streams. At the time of our evidence session, the Department rated three of its work streams as not 'on track' for delivery by 29 March 2019.⁶ The work streams not on track included bilateral discussions about cross-border rail services, the negotiation of air service agreements with the EU, and the Department's plans for issuing International Driving Permits.⁷ The Department has since reported to us that it has signed a contract with the Post Office for the issue of International Driving Permits, which the Department said was the action needed to bring the work stream back on track.⁸

6. The Department also monitors progress internally on 28 EU-exit related projects, which do not relate straightforwardly to the 17 work streams. Its rating of progress internally has been more pessimistic than its reporting to DExEU, with 14 projects internally rated amber or worse at March 2018 reported to DExEU as on track in the

1 C&AG's Report, Implementing the UK's Exit from the European Union: Department for Transport, Session 2017–19, HC 1125, 19 July 2018

2 C&AG's Report, para 2

3 C&AG's Report, Figure 1

4 C&AG's Report, para 2.32

5 Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 5 November 2018

6 Q 106

7 Qq 106, 109

8 Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 31 October 2018

seven work streams to which they related.⁹ The Department could not provide us with an update on these internal ratings in the session, but in written evidence it said that, as at 5 November 2018, 21 of the 26 still being tracked internally were rated amber or worse. The Department was clear that there is little room for further slippage on any of them.¹⁰

7. The Department told us it was becoming less confident that the overall programme was on track. There was still uncertainty about the likely outcome of the negotiations and the timetable of events. Some factors are outside the Department's control including its ability to hold conversations with individual member states.¹¹ The later that decisions are taken, the harder it will be to have contingency plans in place.¹²

Preparations around major ports

8. Project Brock is the Department's plan to mitigate the effects of disruption to cross-border traffic at the port of Dover following EU exit. The initial plans involved building the infrastructure to be able to hold coast-bound lorries on the M20 while allowing non-port traffic to continue to move in both directions via a contraflow.¹³ The Department explained that the scope of Project Brock had since been widened to include work on the M26.¹⁴ At July 2018, the project was expected to cost £20 million in 2018–19.¹⁵ The Department told us the project is now expected to cost £35 million in 2018–19, £30 million on the M20 and £5 million on the M26.¹⁶ The cost is being met out of Highways England's budget.¹⁷

9. The Department told us that it was confident the plan would be ready by 29 March 2019, and that the plan is intended to ensure a continuous flow of car traffic on local motorways.¹⁸ However, we were told that testing of the project had yet to take place and that this would be a theoretical, office-based exercise.¹⁹ In addition, the Department is considering whether additional secondary legislation may be needed to grant Kent County Council traffic enforcement powers.²⁰

10. The Department is not taking the lead in consultations with stakeholders. The Department said that Highways England is working with Project Brock stakeholders through the Kent Resilience Forum, which brings together Highways England, Kent County Council, Kent Police and the Port of Dover and others.²¹ Discussions with other ports have been carried out by the Border Delivery Group on the Department's behalf.²² Consultations with affected local authorities in other parts of England, such as Plymouth,

9 C&AG's report, para 10.

10 Qq 111, 116; Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 5 November 2018

11 Qq 83–85

12 Qq 88–9

13 C&AG's report para 2.30 and Figure 2

14 Qq 228–9

15 C&AG's report, para 2.34.

16 Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 5 November 2018

17 Qq 131, 225–7

18 Qq 153–5, 157

19 Qq 217–8

20 Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 5 November 2018

21 Qq 133–4

22 Q 128

are being carried out by the Ministry of Housing, Communities and Local Government rather than the experts in the Department, and a lack of consultation is causing concern amongst local MPs.²³ In the devolved administrations, the Department told us that discussions are at an early stage with the Welsh Government on ports such as Holyhead, and have not yet started with Scottish ones.²⁴

Legislation

11. As at April 2018, the Department had 63 exit-related statutory instruments (SIs) to draft and get through Parliament before March 2019.²⁵ In front of the Exiting the European Union Committee on 17 October 2018, the Department stated it had 66.²⁶ In written evidence to us on 18 October 2018, the Department stated it had 68, and in the oral evidence session on 24 October 2018, the Department said the figure was back down to 66.²⁷ We expect the figure to continue to change as planning continues, for example if the decision is made to introduce an SI for traffic enforcement in Kent.²⁸

12. The Department told us that around 50% of its exit SIs are currently planned to be 'affirmative', that is require debate in the House, but it is looking at ways to reduce that figure. We will be looking at the SIs designated as not requiring debate to satisfy ourselves that Parliament is not being denied the opportunity to properly scrutinise them.²⁹ We identified the same issue regarding the time available for parliamentary scrutiny in our recent report on preparedness for EU Exit at the Department for Environment, Food and Rural Affairs.³⁰

13. The Department told us it has prioritised its SIs in terms of how critical they are to deliver by 29 March 2019. Of the 66 the Department says it currently has, it told us that there are only 11 where it can manage the risk of them happening after EU exit.³¹ The Department did not provide us with any additional detail on how it was planning its programme of SIs to ensure the 55 would be laid in time, or what would happen if any of them were not. In subsequent written evidence, the Department told us that 32 SIs were "a high priority" and that all except 5 needed to be delivered by 29 March 2019, but did not explain why these figures had changed from those provided in the session.³² The Department told us that it was more advanced in laying SIs than other departments, having already laid 21 of the 66 it required.³³ The Department recognised that its SIs represented only a fraction of those needing to be laid across government as a whole, but it did not explain how its prioritisation of SIs has affected laying plans within the Department or across government.³⁴

23 Qq 135–7

24 Q 129

25 C&AG's report, paragraph 14

26 Oral evidence: The progress of the UK's negotiations on EU withdrawal, HC 372, 17 October 2018, Q2883

27 Qq 210–211

28 Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 5 November 2018

29 Qq 203–205, 212

30 Committee of Public Accounts. Exiting the European Union: progress at the Department for Environment, Food & Rural Affairs, Session 2017–19, HC 1514, 14 November 2018

31 Q 202

32 Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 5 November 2018

33 Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 5 November 2018

34 Qq 200–201

Departmental progress reporting

14. The Department provided us with a more detailed update on four key projects which had been covered in detail in the NAO report. These were: maritime databases; International Driving Permits; the trailer registration scheme; and road haulage permits.³⁵ In its written evidence to us in advance of the session, the Department described all four projects as having progressed since the NAO's report.³⁶ However, its responses in the session itself exposed how much work there was still to do:

- International Driving Permits—the Department told us that training for Post Office staff and printing of documents had not yet begun. Communication with the public was also not yet underway.³⁷
- Trailer registration—the Department told us it had “no reason to suppose that the Driver and Vehicle Licencing Agency (DVLA) is unable to deliver” the customer interface it is putting to allow people to register their trailers. Even though there were only eight weeks left for delivery, the Department told us that testing was still taking place.³⁸
- Haulage permits—The Department said that the legislation had been put in place in the Summer, and it expected the Driver and Vehicle Standards Agency (DVSA) to be able to accept the first set of applications by the end of November 2018, but was unable to provide any more detail about the development of the new system.³⁹
- Maritime databases—the Department has identified four systems it needs to put in place to replace functions currently carried out by the European Maritime Safety Agency. The Department told us that it was on track to deliver all four by March 2019, but only the two off-the-shelf systems are currently being implemented. A third, which will allow seafarers to notify the department of oil spills, is still being designed. The fourth, which will hold maritime safety information, is still waiting for HM Treasury funding approval before it begins development. The Department described both of the systems still being developed as “very simple”.⁴⁰

15. The Department told us that it had quite a lot of oversight of its EU Exit work, including Senior Responsible Officers who hold projects to account, and support from external experts such as the Government Digital Service and the Infrastructure and Projects Authority.⁴¹ In our view the Department was clearly leaving responsibility for delivery to partners; either arm's-length bodies like Highways England or third parties like the Post Office. The Department is responsible for the use of public money in delivering these projects but did not seem to have a clear grasp of key information, such as: the exact date the road haulage permit system would go live (which might have been either one week

35 C&AG's report, para 2.30

36 Letter from Permanent Secretary of Department for Transport to Chair of Committee of Public Accounts: Update on EU exit preparedness 18 October 2018

37 Qq 178–191

38 Qq 162–164, 166

39 Qq 171–6

40 Qq 192–194, 196

41 Q 165

or five weeks away—a considerable difference); what is still to be done in the eight weeks before the trailer registration scheme goes live; or how to reduce the risk of competing roadworks causing additional traffic problems in Kent in March 2019.

2 Communications with businesses and the public

Engaging with businesses

16. The Department acknowledged that key industries are seeking information to be able to develop their own plans for the future, including the implications of leaving the EU without a deal. This includes road hauliers, who may need to vary their points of entry to Europe, or their routes of travel to UK ports.

17. The Department told us that it is building a number of new systems with which businesses will have to engage. Yet it appears that in making its preparations, the Department has had limited engagement with users, either in developing or testing plans. For example:

- On trailer registration, the Department told us that the Driver and Vehicle Licencing Agency (DVLA) is building an IT platform based on existing systems. The Department understands that some users have been involved in early testing but acknowledged that there would need to be further communication. In the session, the Department could not provide us with details on where or how this would take place.
- On road haulage permits, the Department told us that the Driver and Vehicle Standards Agency (DVSA) expects the first tranche of applications from hauliers from the end of November. This is a new method of issuing road haulage permits. Although the Department told us it has ongoing engagement with the industry, it could not provide us in the session with details on how it was communicating with users to ensure they would be ready to apply.
- In subsequent written evidence the Department stated that it had commenced a public communications campaign covering both trailer registration and road haulage permits on 25 October, the day after the session, which makes the lack of detail supplied in the session surprising.

18. The Department produced 13 technical notices this summer as part of a government-wide programme to provide guidance to the public and businesses on what might happen if there was no deal with the EU. The Department told us that it had had engagement with the transport industry in developing these technical notices, in order to ensure the Department was addressing the right issues. It told us this engagement was covered by non-disclosure agreements, which was something the Department used when talking to the sector about issues which it considered were commercially sensitive. However the Department was unable to confirm whether the non-disclosure agreements covered just the draft of the technical notices or the conversations as a whole, and could not say whether those being used around EU exit work differed in extent from those used on other occasions. Businesses who wanted to take part in consultations over the technical notices had little choice but to sign these agreements. Again, we raised this concern in our recent report on preparedness for EU Exit at the Department for Environment, Food and Rural Affairs.

Communicating with the public

19. The Department acknowledged that there had already been some concerns caused by a lack of communication, such as on Highways England's work on the M26. The Department told us that it understood the importance of clear communication with the public, but that it had left this to Highways England to manage.

20. Our concerns about the need for better communication between the Department and the public were illustrated by preparations for the issuing of International Driving Permits. The Department told us that it had set out in a technical notice this summer the possibility that people may need to seek permits in future, but there was more communication to do on the specific process. Although the Department told us it had a plan, it could not provide us in the session with detail on the timing or method of communication to be used. In subsequent written evidence, it stated that it planned to begin communication with private drivers in the New Year, and that this would include publication on gov.uk and advertising in key locations. Another example concerned the development of a new system for seafarers to notify the department about oil spills. Communication with the public about its responsibilities is crucial for the system but the Department is currently focused on design rather than communication.

21. The Department was concerned about communicating with the public before it was clear whether action would be needed—for example, if a deal is reached with the EU and international driving permits are not necessary. We accept the validity of this concern, but we are not convinced by the Department's preparedness for informing the public of what they would need to do should no deal be reached. After the session, the Department informed us it intended to begin communications with the public in the New Year, regardless of whether a deal was reached or not, although the scope and content of the communication would change.

22. The Department emphasised that there was a role for third parties in disseminating information alongside the government. For example, the Department expected that car hire and ferry companies would also publicise the need for travellers to have international driving permits, and said it was working with them to ensure messages would be coherent. However it was unable to explain how it was co-ordinating this work.

Formal Minutes

Wednesday 21 November 2018

Members present:

Meg Hillier, in the Chair

Sir Geoffrey Clifton-Brown	Layla Moran
Chris Davies	Anne Marie Morris
Chris Evans	Bridget Phillipson
Caroline Flint	Lee Rowley
Shabana Mahmood	Gareth Snell

Draft Report (*Department for Transport's implementation of Brexit*), proposed by the Chair, brought up and read.

Ordered, That the draft Report be read a second time, paragraph by paragraph.

Paragraphs 1 to 23 read and agreed to.

Introduction agreed to.

Conclusions and recommendations agreed to.

Summary agreed to.

Resolved, That the Report be the Seventieth of the Committee to the House.

Ordered, That the Chair make the Report to the House.

Ordered, That embargoed copies of the Report be made available, in accordance with the provisions of Standing Order No. 134.

[Adjourned till Monday 26 November at 3:30pm]

Witnesses

The following witnesses gave evidence. Transcripts can be viewed on the inquiry publications page of the Committee's website.

Wednesday 24 October 2018

Question number

Bernadette Kelly, Permanent Secretary, Department for Transport, and **Lucy Chadwick**, Director General, Department for Transport.

Q1–223

List of Reports from the Committee during the current Parliament

All publications from the Committee are available on the publications page of the Committee's website. The reference number of the Government's response to each Report is printed in brackets after the HC printing number.

Session 2017–19

First Report	Tackling online VAT fraud and error	HC 312 (Cm 9549)
Second Report	Brexit and the future of Customs	HC 401 (Cm 9565)
Third Report	Hinkley Point C	HC 393 (Cm 9565)
Fourth Report	Clinical correspondence handling at NHS Shared Business Services	HC 396 (Cm 9575)
Fifth Report	Managing the costs of clinical negligence in hospital trusts	HC 397 (Cm 9575)
Sixth Report	The growing threat of online fraud	HC 399 (Cm 9575)
Seventh Report	Brexit and the UK border	HC 558 (Cm 9575)
Eighth Report	Mental health in prisons	HC 400 (Cm 9575) (Cm 9596)
Ninth Report	Sheffield to Rotherham tram-trains	HC 453 (Cm 9575)
Tenth Report	High Speed 2 Annual Report and Accounts	HC 454 (Cm 9575)
Eleventh Report	Homeless households	HC 462 (Cm 9575) (Cm 9618)
Twelfth Report	HMRC's Performance in 2016–17	HC 456 (Cm 9596)
Thirteenth Report	NHS continuing healthcare funding	HC 455 (Cm 9596)
Fourteenth Report	Delivering Carrier Strike	HC 394 (Cm 9596)
Fifteenth Report	Offender-monitoring tags	HC 458 (Cm 9596)
Sixteenth Report	Government borrowing and the Whole of Government Accounts	HC 463 (Cm 9596)
Seventeenth Report	Retaining and developing the teaching workforce	HC 460 (Cm 9596)

Eighteenth Report	Exiting the European Union	HC 467 (Cm 9596)
Nineteenth Report	Excess Votes 2016–17	HC 806 (Cm 9596)
Twentieth Report	Update on the Thameslink Programme	HC 466 (Cm 9618)
Twenty-First Report	The Nuclear Decommissioning Authority's Magnox	HC 461 (Cm 9618)
Twenty-Second Report	The monitoring, inspection and funding of Learndirect Ltd.	HC 875 (Cm 9618)
Twenty-Third Report	Alternative Higher Education Providers	HC 736 (Cm 9618)
Twenty-Fourth Report	Care Quality Commission: regulating health and social care	HC 468 (Cm 9618)
Twenty-Fifth Report	The sale of the Green Investment Bank	HC 468 (Cm 9618)
Twenty-Sixth Report	Governance and departmental oversight of the Greater Cambridge Greater Peterborough Local Enterprise Partnership	HC 896 (Cm 9618)
Twenty-Seventh Report	Government contracts for Community Rehabilitation Companies	HC 897 (Cm 9618)
Twenty-Eighth Report	Ministry of Defence: Acquisition and support of defence equipment	HC 724 (Cm 9618)
Twenty-Ninth Report	Sustainability and transformation in the NHS	HC 793 (Cm 9618)
Thirtieth Report	Academy schools' finances	HC 760 (Cm 9618)
Thirty-First Report	The future of the National Lottery	HC 898 (Cm 9643)
Thirty-Second Report	Cyber-attack on the NHS	HC 787 (Cm 9643)
Thirty-Third Report	Research and Development funding across government	HC 668 (Cm 9643)
Thirty-Fourth Report	Exiting the European Union: The Department for Business, Energy and Industrial Strategy	HC 687 (Cm 9643)
Thirty-Fifth Report	Rail franchising in the UK	HC 689 (Cm 9643)
Thirty-Sixth Report	Reducing modern slavery	HC 886 (Cm 9643)
Thirty-Seventh Report	Exiting the European Union: The Department for Environment, Food & Rural Affairs and the Department for International Trade	HC 699 (Cm 9643)
Thirty-Eighth Report	The adult social care workforce in England	HC 690 (Cm 9667)
Thirty-Ninth Report	The Defence Equipment Plan 2017–2027	HC 880 (Cm 9667)

Fortieth Report	Renewable Heat Incentive in Great Britain	HC 696 (Cm 9667)
Forty-First Report	Government risk assessments relating to Carillion	HC 1045 (Cm 9667)
Forty-Second Report	Modernising the Disclosure and Barring Service	HC 695 (Cm 9667)
Forty-Third Report	Clinical correspondence handling in the NHS	HC 929
Forty-Fourth Report	Reducing emergency admissions	HC 795
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