

## Electrovoice Q44 User Guide

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The Official Guide of the Railways and Steam Navigation Lines of the United States, Puerto Rico, Canada, Mexico and Cuba

### Special Advocates in the Adversarial System

In this report looking at policy for improving road and rail access to ports, the Transport Committee urges the Department for Transport (DfT) to become a keener advocate for UK ports. The Government should contribute to significant improvements to strategic networks which also deliver wider benefits - rather than simply expect port operators to pick up the entire bill for measures required to mitigate increased traffic due to port expansion. If the Government chooses to apply European Commission state aid rules in this area more strictly than other EU countries it should explain why it does so. Policy in this area should be applied consistently across the country. While some ports have contributed towards transport schemes to improve access, others have not and the differences in approach have not been explained or justified. Ports should also continue to contribute to local transport infrastructure improvements, following discussions with relevant local bodies. The Department for Transport should demonstrate whether port master plans have had any impact, highlighting good examples of such plans and of how they have influenced decision makers. Finally, the Government should devise a more effective successor to the Waterborne Freight Grant, to stimulate coastal shipping.

### The European Commission's 4th Railway Package

Although Zambia has enjoyed significant economic growth in the last decade, it remains one of the least-developed countries in the world, ranking 164 out of 187 countries in the 2011 UN Human Development. The country is seriously off track on the poverty Millennium Development Goal (MDG1) and inequality remains very high. Women suffer disproportionately; violence against women is widespread and maternal mortality rates (MDG5) are high. The foremost challenge for the Zambian economy is to spread wealth to rural areas and the Committee welcomes DFID's proposed rural markets development programme, which seeks to increase the productivity of poor smallholder farmers by strengthening markets for inputs and crops. Lack of access to reproductive health services is one of the key reasons maternal mortality is high. The report recommends that DFID encourage the Zambian Government to allow clinicians other than doctors, including nurses and midwives, to be trained to provide Long-Acting and Permanent Method contraception. DFID should focus its efforts on rural areas and young people. Secondary, tertiary and vocational education should also be prioritised in DFID's education expenditure. There is a particular need for business education with a lack of competent middle management across the Zambian economy in the public and private sector. The report also highlights major inefficiencies in Zambia's public expenditure - which, if removed, could free up revenues to improve public services. The biggest of these is the maize subsidy

### **A guide to critical reviews, part IV, the screenplay, supplement one, 1963 to 1980**

### **Readers' Guide to Periodical Literature**

### **Security Industry Authority**

### **Finite Element Procedures**

The Security Industry Authority (SIA) was established in 2003 as an independent body reporting to the Home Secretary to regulate the private security industry. Its role includes the compulsory licensing of individuals undertaking specific licensable activities within the security industry. Immigration status checks of security workers are the legal responsibility of their employer, but it emerged in November 2007 that such checks were not being carried out on persons applying for licences to work in the private security industry, with the result that an unspecified number of security industry workers were working illegally. Retrospective checks on the security industry revealed that: 77% of licence holders were legitimate; 10.5% did not have the right to work; 12.5% required further checks. This meant that potentially 10,000 non-EU nationals licensed to work in the security industry could be working illegally. This report from the Home Affairs Committee, sets out the situation regarding the licensing of applicants, with oral evidence taken before the Committee. The Committee recommends that the licence application form should be the place for consideration of immigration status of security worker applicants, and the Committee welcomes the Home Secretary's announcement to encourage

an amendment to the licence application form of the Security Industry Authority.

## **Ethics for the Information Age, Global Edition**

Consumer demand for plug-in vehicles remains very low and the Government grant to encourage demand may not be proving effective. The Government must do more to show that its plug-in vehicle strategy is a good use of public money. Carbon emissions from transport must be reduced if the UK is to meet its climate change targets, but public money must be targeted on effective policies. So far, Department for Transport expenditure on plug-in cars - some £11 million - has benefited just a handful of motorists. There is a risk that the Government is basically subsidising second cars for affluent households. It is also unclear whether the provision of public charging infrastructure encourages demand for plug-in cars. Indeed, the Government does not even have a register of all the chargepoints installed at public expense

## **Carbon Capture and Storage**

This book is appropriate for any standalone Computers and Society or Computer Ethics course offered by a computer science, business, or philosophy department, as well as special modules in any advanced CS course. In an era where information technology changes constantly, a thoughtful response to these rapid changes requires a basic understanding of IT history, an awareness of current issues, and a familiarity with ethics. Ethics for the Information Age is unique in its balanced coverage of ethical theories used to analyze problems encountered by computer professionals in today's environment. By presenting provocative issues such as social networking, government surveillance, and intellectual property from all points of view, this market-leading text challenges students to think critically and draw their own conclusions, which ultimately prepares them to become responsible, ethical users of future technologies. Teaching and Learning Experience This program presents a better teaching and learning experience—for you and your students. It will help: Encourage Critical Thinking: A balanced, impartial approach to ethical issues avoids biased arguments, encouraging students to consider and analyze issues for themselves. Keep Your Course Current and Relevant: A thoughtful response to information technology requires an awareness of current information-technology-related issues. Support Learning: Resources are available to expand on the topics presented in the text.

## **The efficiency of radio production at the BBC**

An accessible introduction to convex algebraic geometry and semidefinite optimization. For graduate students and researchers in mathematics and computer science.

## **DFID**

Also time tables of railroads in Central America. Air line schedules.

## **Bulletin**

Central government spent a total of around £45 billion on buying goods and services in 2011-12, including an estimated £6.9 billion on ICT. Since 2010, the government has introduced a range of procurement reforms designed to save money. These include centralising the procurement of goods and services bought by all departments, such as energy and travel. All ICT spending over £5million must be approved by the Cabinet Office, and a programme to develop ICT infrastructure which can be shared across government organisations has been developed. These reforms are beginning to have an impact: the proportion of spending that goes through central contracts has increased steadily; the ICT initiatives have resulted in some savings; and there are signs that departments are starting to think more intelligently about why and how they use ICT. But the accountability arrangements for centralised procurement remain a barrier; the centre manages the contracts yet departments remain liable for their own spending decisions so they are reluctant to cede authority to the centre. Management information on spending and savings is incomplete, so departments do not always trust the figures on savings claimed. These gaps in accountability and data make it harder to make the case for procurement across central government and in the wider public sector to be centralised. The commitment to localism seems to be at odds with buying through central contracts, and government's desire to give more government business to small firms does not appear to have changed the way large procurements are managed.

### **The Care Quality Commission**

As part of the 2010 Spending Review the government announced a significant reduction in the budget of the Department for Transport, with spending due to be 15% lower by 2014-15, in real terms, than the Department's £12.8 billion budget in 2010-11. The Department prepared early, identifying areas for budget reductions based on good analysis. But for road users, railway passengers and taxpayers, there are many questions which remain unanswered. The Department doesn't fully understand the impact of its cuts to road maintenance. There is concern that short-term budget cutting could prove counter-productive, costing more in the long-term as a result of increased vehicle damage and the higher cost of repairing the more severe road damage. Another area of concern is rail spending. The Department spends two-thirds of its budget through third party organisations such as Network Rail and Transport for London. While information and assurance have improved over some third party spending, there is still a lack of proper accountability and transparency for Network Rail. Rail budgets aren't being reduced as much as other areas, yet passengers still face high fares. The Department hands Network Rail over £3 billion each year, underwrites debt of over £25 billion and continues to treat it as a private sector company. The National Audit Office must be allowed full audit access as quickly as possible.. Better contingency plans for dealing with threats to its planned budget reductions also need to be developed - for example if some of its planned efficiency savings do not deliver or if inflation is higher than forecast

### **The Effects of Adverse Weather Conditions on Transport**

Detailed history and understanding of the screenplay from 1963-1980.

## **Reducing costs in the Department for Transport**

The implications of European integration for national democracy and constitutionalism are well known. Nevertheless, as the events of the last decade made clear, the EU's complex system of governance has been unable to achieve a democratic or constitutional legitimacy in its own right. In *Power and Legitimacy: Reconciling Europe and the Nation-State*, Peter L. Lindseth traces the roots of this paradox to integration's dependence on the postwar constitutional settlement of administrative governance on the national level. Supranational policymaking has relied on various forms of oversight from national constitutional bodies, following models that were first developed in the administrative state and then translated into the European context. These national oversight mechanisms (executive, legislative, and judicial) have over the last half-century developed to address the central disconnect in the integration process: between the need for supranational regulatory power, on the one hand, and the persistence of national constitutional legitimacy, on the other. In defining the ways European public law has sought to reconcile these two conflicting demands, Professor Lindseth lays the foundation for a better understanding of the "administrative, not constitutional" nature of European governance going forward.

## **House of Commons - Committee of Public Accounts: Cabinet Office: Improving Government Procurement And The Impact Government's ICT Savings Initiatives - HC 137**

The Transport Committee broadly welcomes the European Commission's 4th Railway Package but believes it focuses too much on liberalising the railway in domestic markets at the expense of important measures to improve cross-border freight and passenger services. The Committee recommends the UK Government should actively negotiate to ensure: joint working between Network Rail and train operators is not prohibited or unduly restricted; metro and light rail systems are not affected by the proposals to separate infrastructure and service operators; the UK's arrangements for letting train franchises are not challenged. In addition, MPs are concerned about: governance arrangements for Eurotunnel; the maximum annual threshold proposed for rail franchises, which could prevent UK companies bidding for work in other EU countries; and the possibility that the EU may become responsible for specifying the content of public transport plans: these should remain the responsibility of national or local governments.

## **Power and Legitimacy**

The last twenty years have seen an unprecedented rise in the use of secret courts or 'closed material proceedings' largely brought about in response to the need to protect intelligence sources in the fight against terrorism. This has called into question the commitment of legal systems to long-cherished principles of adversarial justice and due process. Foremost among the measures designed to minimise the prejudice caused to parties who have been excluded from such proceedings has been the use of 'special advocates' who are given access to sensitive national security material and can make representations to the court on behalf of excluded parties. Special advocates are now deployed across a range of

administrative, civil and criminal proceedings in many common law jurisdictions including the UK, Canada, New Zealand, Hong Kong and Australia. This book analyses the professional services special advocates offer across a range of different types of closed proceedings. Drawing on extensive interviews with special advocates and with lawyers and judges who have worked with them, the book examines the manner in which special advocates are appointed and supported, how their position differs from that of ordinary counsel within the adversarial system, and the challenges they face in the work that they do. Comparisons are made between different special advocate systems and with other models of security-cleared counsel, including that used in the United States, to consider what changes might be made to strengthen their adversarial role in closed proceedings. In making an assessment of the future of special advocacy, the book argues that there is a need to reconceptualise the unique role that special advocates play in the administration of justice.

### **Plug-in Vehicles, Plugged in Policy?**

The Department of Transport and its seven executive agencies average 10.4 days of sickness for each full-time employee (compared to a Civil Service average of 9.8 days). However the performance is varied. The central Department and four agencies have sickness levels at or below comparable organisations but the Driving Standards Agency and the Driver and Vehicle Licensing Agency have absence rates of 13.1 and 14 day respectively. On the basis of a Comptroller and Auditor General's report the Committee have examined current sickness levels in the Department and actions being taken to meet their 2010 targets. They conclude that the Agencies need a better understanding of why some staff take so much sick leave. Although there appears to be a correlation with low paid repetitive administrative jobs there are also concerns about leadership within the Department. Measures have therefore been taken to strengthen management in areas involving repetitive work.

### **Foreign and Commonwealth Office**

The DFID's transfer programmes deliver cash, food and assets, such as livestock, directly to people living in poverty. Transfers can be used to tackle a range of issues, such as hunger and malnutrition, or access to health and education services, in a variety of contexts. In 2010-11 the Department spent £192 million on social protection programmes, which includes its transfer programmes. The evidence heard suggests transfer programmes are effective in targeting aid, and ensuring the money goes directly to the poorest and most vulnerable people. It is therefore surprising that the use of transfer programmes has not increased. The Department only plans to support transfer programmes in 17 of its 28 priority countries. It does not have an overall strategy for the use of transfers and its decisions on where to support transfer programmes look reactive. The decision as to whether or not to propose a transfer programme is taken by staff working in the country and it is not clear why there are extensive programmes in some countries and none in others. The Department does not collect data on all the costs of the transfer programmes it supports and the Department is therefore unable to say whether it is lifting more people out of poverty for every pound spent on transfers compared to other programmes. The Department's long-term objective is for the

governments of recipient countries to take on the responsibility of owning and funding transfers as part of a sustainable social security system. However, the Department has not been clear about how individual programmes will be sustained

## **Ticketing and Concessionary Travel on Public Transport**

From fundamental concepts to cutting-edge applications, this is the first encyclopaedic reference of important terms and effects in optoelectronics and photonics. It contains broad coverage of terms and concepts from materials to optical devices and communications systems. Self-contained descriptions of common tools and phenomena are provided for undergraduate and graduate students, scientists, engineers and technicians in industry and laboratories. The book strikes a balance between materials and devices related coverage and systems level terms, and captures key nomenclature used in the field. Equations are used where necessary, and lengthy derivations are avoided. Over 600 clear and self-explanatory illustrations are used to help convey key concepts, and enable readers to quickly grasp important concepts.

## **Bibliographic Guide to Music**

work of Ofsted : Oral evidence, Wednesday 9 November 2005 and Monday 8 May 2006, Mr David Bell, Mrs Miriam Rosen, Mr Robert Green, Mr Maurice Smith and Ms Vanessa Howlinson, Mr Andrew White, Mr Dorian Bradley and Mr Jonathan Thompson

## **Sessional Papers**

Ticketing and concessionary travel on public transport, is the 5th report from the Transport Committee in 2007-08 session (HCP 84, ISBN 9780215514493). It examines the the aim of producing an integrated ticketing system across England, with the introduction of smartcard concessionary travel passes. The report inquires into the extent to which integrated ticketing on public transport has been achieved for all users; the issues regarding smartcards; arrangements for revenue protection (stopping fare-evasion) which will be affected by new forms of ticket; the impact of concessionary travel in England which is costing £1 billion per annum. The Committee has set out a number of recommendations, including: the Committee believes that the Government in terms of promoting integrated bus ticketing has achieved too little of practical value; it recommends that Traffic Commissioners be given powers to arbitrate where bus companies and local transport authorities disagree; that coach travel should be given greater consideration in future statements of public transport policy; it is imperative that the full range of tickets, including multi-modal options be available at all main outlets so that the Government's aim of fare simplification can be better achieved (see *The Future of Rail*, Cm. 6233, ISBN 9780101623322); that the Government needs to ensure suitable guidelines on differential pricing is included in decisions on rail fares and rail franchises with particular reference to smartcards; that the Government needs to articulate a clearer strategy for the development of integrated ticketing in general and smartcards in particular; that the Government should move towards a unified system of public transport revenue protection; that the Department of

Transport should commission an evaluation of the benefits of the national scheme for free local bus travel and that national concessionary travel is properly funded. For a related title see, How Fair are the Fairs (HCP 700-I, session 2005-06, ISBN 9780215028853).

## **House of Commons - Public Accounts Committee: The Border Force: Securing the Border - HC 663**

### **Social Capital and Community Well-Being**

The UK's aid programme, much of which is delivered from Scotland, is genuinely transformational. The UK provided £8.7 billion of aid in 2012/13, but it is the quality of this aid - not just its quantity - which sets the UK apart. As part of the UK, Scotland makes a tremendous contribution to all this. If Scotland were to become an independent country, its development agency would inevitably be a much smaller player. From 2013 onwards, the UK Government plans to spend 0.7% of Gross National Income on Official Development Assistance. If Scotland were to become independent, the UK's overall GNI - and the amount of money it spends on ODA - would fall. "Scotland has 8.3% of the UK's population share, so we estimate that the UK's ODA would fall by around 8.3%, or £1 billion. DFID's work - either its bilateral programmes or its funding to multilateral organisations - would inevitably then be subject to cuts. MPs are also concerned that during any transitional period, the restructuring of DFID and the setup of an independent Scottish development agency would divert management attention towards restructuring and away from frontline delivery by both agencies. In addition, a significant proportion of DFID's workforce is based at its Scottish office in East Kilbride, including a number of senior staff. By contrast, the number of jobs available with an independent Scottish development agency is likely to be relatively few (or the new Scottish development agency would be heavily overstaffed). The impact on jobs would therefore be substantial.

### **Ferroc Materials for Smart Systems**

Author and subject index to a selected list of periodicals not included in the Readers' guide, and to composite books.

## **The Operation of the Special Immigration Appeals Commission (SIAC) and the Use of Special Advocates**

The BBC, in 2007-08, spent £462 million on its 16 radio stations. The BBC has set these 16 stations a combined target of efficiency savings of £69 million over the five year period to March 2013, representing an annual saving of 3 per cent. The BBC proposed unacceptable constraints on the Comptroller and Auditor General's access to information and his discretion to report to his findings to Parliament. The situation arose because the Comptroller and Auditor General does not have statutory unrestricted rights of access to the BBC, which he does with all other publicly funded bodies. The BBC has wide ranges of costs for similar programmes within and between its radio stations. The average cost for an hour of comparable

music programmes on Radio 2 is more than 50 per cent higher than on Radio 1. For most breakfast and 'drivetime' slots, the BBC's costs are significantly higher than commercial stations, largely because of payments to presenters. The BBC has not used cost comparisons across its own programmes, or against commercial radio, to identify scope for efficiencies. The BBC uses its principal value for money indicator-cost per listener hour-to justify the cost of presenters on the basis of audience size, but the indicator does not provide assurance that programme costs are the minimum necessary to reach the required quality and intended audience. For most radio programmes, presenters' salaries represent the majority of programming costs, but the BBC is paying more than the market price for its top radio presenters. The BBC has prevented full public scrutiny of the value for money of expenditure on presenters by agreeing confidentiality clauses with some presenters.

## **The Decent Homes Programme**

### **Semidefinite Optimization and Convex Algebraic Geometry**

#### **House of Commons - International Development Committee: Implications for Development in the Event of Scotland Becoming an Independent Country - HC 692**

Under the Decent Homes Programme, over a million homes have been improved since 2001. The living standards of vulnerable households will have been greatly improved by the installation of, for example, 810,000 new kitchens, 610,000 new bathrooms and 1,140,000 new central heating systems. There have also been wider benefits such as more tenant involvement in housing decisions and jobs created in deprived areas. The report welcomes the improvements made and the substantial progress towards the original target of all social housing being of a decent standard by December 2010. However, despite this progress, the target will not be met: 305,000 homes will still be non-decent at that date and the last of these will not be decent until 2018-19. The DCLG needs to do more to ensure that landlords can complete this outstanding work and that properties are not allowed to fall back into disrepair. It also needs to improve its financial control over this Programme. It is still not clear how much the Department itself has actually spent on the Programme, nor whether DCLG has obtained best value from the funds given to Arms Length Management Organisations (ALMOs). The Programme will have cost local authorities and Registered Social Landlords approximately £37 billion by 2010-11. The Department lacks some basic management information on the Programme, and needs to address these deficiencies in order to evaluate the impact properly.

## **Draft Cultural Property (Armed Conflicts) Bill**

Under European Directives, all member states are required to install 'intelligent metering systems' - smart meters - to at least 80% of domestic electricity consumers by 2020. The UK Government has opted for a more challenging

programme, with plans for energy suppliers to install smart electricity and gas meters in all homes and smaller non-domestic premises in Great Britain by 2019. The Department estimates that the smart meters programme will cost some £11.7 billion. This large complex programme requires replacing around 53 million gas and electricity meters, with significant uncertainties over the estimated costs and benefits involved. Installation costs will be borne by consumers through their energy bills, but many of the benefits accrue in the first instance to energy suppliers. No transparent mechanism presently exists for ensuring savings to the supplier are passed on to consumers, and the track record of energy companies to date does not inspire confidence that this will happen. There remain significant uncertainties in a number of key areas in the programme and the Department needs to address these by conducting proper trials to identify and manage the risks associated with an IT project involving such a substantial amount of money which is financed by individuals as consumers. The Department needs to ensure that the vulnerable, those on low incomes and those who use prepayment meters also benefit from smart meters. It would be unacceptable if these consumers bore the costs of smart meters through higher charges without getting a share of the potential benefits.

### **The management of staff sickness absence in the Department for Transport and its agencies**

#### **Monthly Bulletin**

#### **Preparations for the roll-out of smart meters**

#### **DFID's Programme in Zambia**

The NAO report on this topic published as HC 1665, session 2010-12 (ISBN 9780102977011)

#### **New Serial Titles**

This book provides a comprehensive overview of how communities can leverage their social capital to improve overall quality of life for citizens. In addition, it offers detailed guidance on the design, implementation, and evaluation of social capital initiatives. It defines critical concepts of social capital, its decline in recent years, and the potential for rebuilding it through progressive social policy initiatives. Chapters present an innovative social policy template, *Serve Here*, for improving Americans' collective quality of life, starting with young adults. *Serve Here* sets out a comprehensive, sustainable service learning plan aimed at increasing quality higher education for young adults, reducing college debt, and enhancing long-term civic participation and community building. The book offer guidelines for developing tailored solutions to ensure greater parity of social capital to regional, demographic, and other marginalized populations. Featured topics include: The civic value of social capital. The economics of social capital in communities.

Building social capital across communities by leveraging personal relationships. Social capital and returning military veterans. Millennials and social capital. Teaching the social entrepreneurs of tomorrow. Social Capital and Community Well-Being: The Serve Here Initiative is a valuable resource for clinicians and practitioners as well as researchers and graduate students in community psychology, social work, education, and healthcare policy.

### **The Work of Ofsted**

The United Kingdom retains responsibility for 14 Overseas Territories, 11 of which are permanently populated and which choose to remain under British sovereignty rather than to become independent states. The Foreign and Commonwealth Office (FCO) is the lead Department for coordinating UK Government policy for the Territories. The Department for International Development (DFID) coordinates development assistance, focusing on the three Territories of Montserrat, St. Helena and Pitcairn. This report examines the oversight of offshore financial services in the Territories; the balance between UK and Territory funding and responsibilities; and governance and management of the Territories external relations. The FCO aims to strike a balance between maximising the autonomy given to Territories' democratically elected governments, and minimising risks to the UK. The UK has dealt with a wide variety of risks and liabilities in the past, including pension liabilities of an estimated £100 million in Gibraltar and emergency aid of over £250 million to Montserrat after a volcanic eruption on the island. Territories have seen improvements in disaster management, but this needs to accelerate as rising sea levels and global warming add to the existing risks from hurricanes and volcanoes. The FCO is attempting to increase capacity for oversight of Territories' financial services industries, but regulatory standards in most are low. Limited capacity also reduces the ability of Territories to investigate and prosecute money laundering. Standards of governance and financial reporting in the Territories are variable and can fall below standards acceptable in UK local government. Lax financial management can evade departmental controls to protect the UK from risk, although there is stronger fiscal oversight of Territories receiving development aid.

### **Book Bulletin**

The snowfall on 1 and 2 February 2009, the heaviest since 1991, had a drastic impact on transport in London, which had no bus service for most of the morning of 2 February. Overground trains and London Underground services were also affected by delays and cancellations. Disruption to services also affected other areas of the country and continued for several days. This report looks at why public transport had been disrupted and whether this disruption was handled better or worse by different authorities, whether planning and preparation by local authorities and the Highways Agency was sufficient, and whether co-ordination between the bodies involved in responding to the heavy snow was adequate. Local authorities and agencies need to examine any weaknesses or potential improvements to emergency plans that may have emerged from the events on 1-2 February. Responses to heavy snow and its impact on traffic can be improved, but these are to do with planning and co-ordination, not increased spending: extra money, increased salt stocks or more snow ploughs are not the solution. The report finds that three key elements are required for a successful response to severe

weather: the relationship between all the bodies involved in ensuring that the road network and public transport systems can operate; emergency recovery plans and winter maintenance plans should give a clear indication of what the priorities for salting and gritting should be and that these priorities have been agreed with public transport operators and the emergency services; the presence of good leadership. Co-ordination, prioritisation and visible leadership are vital to the success and speed of recovery following severe weather.

## **Cambridge Illustrated Handbook of Optoelectronics and Photonics**

Presents state-of-the-art knowledge?from basic insights to applications?on ferroic materials-based devices This book covers the fundamental physics, fabrication methods, and applications of ferroic materials and covers bulk, thin films, and nanomaterials. It provides a thorough overview of smart materials and systems involving the interplays among the mechanical strain, electrical polarization, magnetization, as well as heat and light. Materials presented include ferroelectric, multiferroic, piezoelectric, electrostrictive, magnetostrictive, and shape memory materials as well as their composites. The book also introduces various sensor and transducer applications, such as ultrasonic transducers, surface acoustic wave devices, microwave devices, magneto-electric devices, infrared detectors and memories. Ferroic Materials for Smart Systems: Fabrication, Devices and Applications introduces advanced measurement and testing techniques in ferroelectrics, including FeRAM and ferroelectric tunnelling based resistive switching. It also looks at ferroelectricity in emerging materials, such as 2D materials and high-k gate dielectric material HfO<sub>2</sub>. Engineering considerations for device design and fabrication are examined, as well as applications for magnetostrictive devices. Multiferroics of materials possessing both ferromagnetic and ferroelectric orders is covered, along with ferroelastic materials represented by shape memory alloy and magnetic shape memory alloys. -Brings together physics, fabrication, and applications of ferroic materials in a coherent manner -Discusses recent advances in ferroic materials technology and applications -Covers dielectric, ferroelectric, pyroelectric and piezoelectric materials -Introduces electrostrictive materials and magnetostrictive materials -Examines shape memory alloys and magneto-shape-memory alloys -Introduces devices based on the integration of ferroelectric and ferromagnetic materials such as multiferroic memory device and ME coupling device for sensor applications Ferroic Materials for Smart Systems: Fabrication, Devices and Applications will appeal to a wide variety of researchers and developers in physics, materials science and engineering.

## **House of Commons - Transport Committee: Access to Ports - HC 266**

operation of the Special Immigration Appeals Commission (SIAC) and the use of special Advocates : Seventh report of session 2004-05, Vol. 2: Oral and written Evidence

## **The Official Railway Guide**

The Border Force's 7,600 staff operate immigration and customs controls at 138 air, sea and rail ports across the UK. It has a budget of £604 million for 2013-14, but is facing cuts. It has had to prioritise passenger checks at the expense of its other duties thereby weakening security at the border by neglecting other duties, such as the examination of freight for illicit goods, and checks in Calais on lorries to detect concealed illegal entrants. It was not able to meet and check up to 90,000 private planes or private boats arriving in the UK each year, leaving the UK border vulnerable and raising issues about resourcing and how priorities are set. The Border Force acknowledged that it had missed 8 of its 19 seizure and detection targets. Recommendations: set out how it will ensure that it delivers its full range of duties across all ports to provide the required level of national security; demonstrate that it can deliver its workload within the resources available; must address the gaps in the data it receives on people arriving in the UK, and the existing data needs to be cleansed to increase the quality, reliability and usefulness of the intelligence generated; set out how, and by when, it will have in place the functional IT systems it needs to underpin the security of the UK border; senior management must provide the organisation with a clear sense of purpose and tackle those barriers which inhibit the flexible and effective deployment of its staff.

### **The Official Guide of the Railways and Steam Navigation Lines of the United States, Puerto Rico, Canada, Mexico and Cuba**

The draft Bill published as Cm. 7298 (ISBN 9780101729826)

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