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As the end of the 2010-2015 Parliament approaches, the Committee has taken the opportunity to look back on their work. This Report outlines some of the Committee's work, progress and effectiveness during this Parliament and sets out areas that may be of interest to their successor committee. It has also provided the opportunity to scrutinise what actions the Government has taken with regard to issues and recommendations raised in our reports. The risks and benefits of participating in screening programmes, for conditions and diseases like cancer, are not consistently communicated by either the NHS or private health care providers, the Science and Technology Committee has warned in a new report. It is calling on the Government to ensure that a standardised process to produce screening information is introduced and that better communications training is provided to health care professionals. A recently revised breast cancer screening leaflet for the 50-70 age group - with its more explicit focus on helping women make an 'informed choice' about whether screening is right for them - marks a step in the right direction. However, the inquiry found that the principles followed to revise this leaflet have not been applied to the communications developed by other NHS screening programmes. The Committee recommends that steps are immediately taken by the Government's advisor on screening, the UK National Screening Committee (UK NSC), to devise and implement a standard process for producing information that facilitates informed choice. It also recommends a clarification of what 'informed choice' means for potential screening participants so that different screening programmes can be more effectively evaluated on their delivery of it. MPs are also calling on the Office for National Statistics to validate the statistics presented in NHS screening information to resolve disagreement and confusion over their accuracy. Includes summaries of proceedings and addresses of annual meetings of various gas associations. The Water Services Regulation Authority (Ofwat) is the economic regulator of water services in England and Wales, with responsibility for setting price limits that allow the 22 main water companies to secure sustainable supplies at the lowest cost to the consumer. Following on from a NAO report (HCP 150, session 2006-07; ISBN 9780102944181) published in January 2007, the Committee's report finds that Ofwat needs to make changes to its regulatory system, in particular on water efficiency, data quality, and enforcement, given the increasing challenges to water supplies due to low rainfall and predictions of housing growth. Ofwat does not understand clearly how consumers use water and has not collected enough robust evidence on which water efficiency projects are most effective in helping consumers to use less water. Despite some progress, Ofwat still depends on unreliable data with regard to both supply and demand, and also needs much better data on per capita consumption. It has had some success in encouraging sustainable investment by companies, but needs to be more active in using sanctions against companies that underperform against their commitments to meet all reasonable demands for water, while limiting environmental impacts. Ofwat should press companies to encourage more consumers to use meters by, for example, promoting the benefits of metering to consumers as well as routinely installing meters when there is a change of building occupancy. Lists citations with abstracts for aerospace related reports obtained from world wide sources and announces documents that have recently been entered into the NASA Scientific and Technical Information Database. 34 programs dealing with environmental and heritage conservation and protection are analysed with respect to beneficiaries/impact, efficiency/effectives, gaps and fixed projections. On current projections the Home Office's e-Borders programme and its successors will cost over a billion pounds, be delivered 8 years late and not provide the benefits expected for transport carriers and passengers. A major reason for this delay was the termination by the Department in 2010 of its e-Borders contract with Raytheon. This had required Raytheon to deliver its own solution to meet the Department's objectives to a fixed price and timescale which turned out to be unrealistic as government had detailed and evolving requirements, and wanted high assurance that the proposed solution would work. The Department was emphatic that our borders are secure. However, the Department needs to accept that its assertion that it checks 100% of passports is both imprecise and unrealistic due to the complexity of our border. It is now five years since the e-Borders contract was cancelled yet the capabilities delivered so far still fall short of what was originally envisaged. Since 2010 the Major Projects Authority has issued seven warnings about these programmes. The Department's complacency about progress to date increases our concerns about whether the programme will be completed by 2019 as the Department now promises, and whether tangible benefits for border security, transport carriers and passengers will result. The Committee welcomes the progress made by the Ministry of Defence in getting to grips with its budget and military equipment costs. The affordability of the Department's 10-year plan for buying and supporting equipment is, however, dependent on it: continuing to control cost increases in existing equipment projects; delivering ambitious project cost savings over the next 10 years in order to balance its budget; and having the right skills in place to ensure that the assumptions made in its plans are robust and deliverable. Failure to improve the skills of Defence Equipment and Support (DEandS), which buys and maintains military equipment, will undermine the Department's efforts to improve control over its finances. The Department agrees that DEandS is over-reliant on

expensive contractors and DEandS is spending a further £250 million on contractors over the next three and a half years to determine how it will address this and secure the skills needed to deliver the Equipment Plan within the assumed budget and to time. There remain risks to the success of the Department's Army 2020 programme designed to reduce the size of the regular Army and increase the number of trained Army reserves. The Department has not yet addressed the Committee's previous recommendations to develop credible contingency plans in the event that it cannot recruit the number of regular and reserve soldiers it requires. While the Department is reporting progress against its recruitment targets, it does acknowledge that targets beyond 2016 will be challenging and require significant improvements in performance.

BBC's efficiency Programme : Seventy-third report of session 2010-12, report, together with formal minutes, oral and written Evidence This report summarises the key areas of the Committee's work over the past five years. It draws out the areas where progress has been made and where their successors might wish to press in future. The Committee has assiduously followed the taxpayer's pound wherever it was spent. Since 2010 they held 276 evidence sessions and published 244 unanimous reports to hold government to account for its performance. 88% of their recommendations were accepted by departments. In many cases they successfully secured substantial changes, for example with the once secret tax avoidance industry. They secured consensus from government and from industry that private providers of public services do have a duty of care to the taxpayer, and in pushing the protection of whistleblowers further up the agenda of all government departments. By drawing attention to mistakes in the Department for Transport's procurement of the West Coast Mainline, more recent procurements for Crossrail, Thameslink and Intercity Express have all benefited from more expert advice and a more appropriate level of challenge from senior staff. After discovery in 2012-13 that 63% of calls to government call centres were to higher rate telephone numbers, the Government accepted our recommendation that telephone lines serving vulnerable and low income groups never be charged above the geographic rate and that 03 numbers should be available for all government telephone lines. They also secured a commitment to close large mental health hospitals. The InterCity East Coast Mainline is a hugely significant rail service, carrying around 19 million passengers a year between London, the North East and Scotland. In 2005, a contract was awarded to Great North Eastern Railway, but financial difficulties at its holding company meant that the franchise failed 18 months later. In 2007, a new contract was awarded to National Express to run the franchise on the basis that it would pay the Department £1.4 billion over seven and a half years. At the time, the East Coast franchise was one of three operated by National Express. As a result of the economic downturn, expected passenger revenues did not materialise and National Express announced in July 2009 that it wanted to opt out of the contract and would not provide the necessary financial support to the East Coast franchise. National Express paid just £120 million to walk away from a contract worth £1.4 billion to the taxpayer. The Department turned down the offer of an extra £30 million for a 'no fault' exit in order to send a warning to other holding companies. But the Department completely undermined its position by making clear that the termination would not be held against National Express in future bids. In doing so, the Department allowed National Express to get away scot free and with its reputation intact. By its actions in this case, the Department has potentially incentivised other holding companies with loss-making franchises to terminate, rather than renegotiate, their contracts. In future the Department must make clear to such companies that failure to deliver on their obligations will have serious lasting consequences.

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