



**Cynulliad Cenedlaethol Cymru  
(Y Cofnod Swyddogol)**

**The National Assembly for Wales  
(The Official Record)**

**Dydd Mawrth 20 Mawrth 2001**

**Tuesday 20 March 2001**

**Cynnwys**  
**Contents**

3	Datganiad gan y Llywydd <i>Statement by the Presiding Officer</i>
3	Cwestiynau i Brif Weinidog Cymru <i>Questions to the First Minister</i>
22	Cynnig Trefniadol <i>Procedural Motion</i>
23	Argyfwng Clwy'r Traed a'r Genau <i>The Foot and Mouth Disease Emergency</i>
60	Datganiad ar Lwyddiannau y Cytundeb Partneriaeth <i>Statement on the Achievements of the Partnership Agreement</i>
71	Datganiad Busnes <i>Business Statement</i>
74	Pwynt o Drefn <i>Point of Order</i>
75	Dirprwyo Swyddogaethau'r Ddeddf Trafnidiaeth i Brif Weinidog Cymru <i>Delegation of Functions of the Transport Act to the First Minister</i>
84	Dadl Plaid Leiafrifol (Plaid Cymru): Polisi Trafnidiaeth sydd wedi ei Integreiddio'n Llawn <i>Minority Party Debate (Plaid Cymru): Fully Integrated Transport Policy</i>
102	Cynnig Trefniadol <i>Procedural Motion</i>

Yn y golofn chwith, cofnodwyd y trafodion yn yr iaith y llefarwyd hwy ynnddi yn y Siambr.  
Yn y golofn dde, cynhwyswyd cyfieithiad o'r areithiau hynny.

*In the left-hand column, the proceedings are recorded in the language in which they were spoken in the Chamber. In the right-hand column, a translation of those speeches has been included.*

*Cyfarfu'r Cynulliad am 2 p.m. gyda'r Llywydd yn y Gadair.  
The Assembly met at 2 p.m. with the Presiding Officer in the Chair.*

### **Datganiad gan y Llywydd Statement by the Presiding Officer**

**Y Llywydd:** Yr wyf wedi derbyn hysbysiad gan Christine Humphreys ei bod am ymddiswyddo fel Aelod o'r Cynulliad. Bydd hynny'n weithredol o 31 Mawrth. Diolchaf i Christine am ei gwaith fel un o'r Aelodau cyntaf a etholwyd i'r Cynulliad hwn. Mae ei gwaith a'i chyfraniad i fywyd gwleidyddol gogledd Cymru ac i Bwyllgorau a Chyfarfodydd Llawn y Cynulliad, lle defnyddiodd ei phrofiad mewn addysg a llywodraeth leol, wedi bod o fudd i ni ac i'w hetholwyr. Byddaf yn gweld eisiau cydweithio â chymydog agos. Dymuniadau gorau i Christine ar gyfer y dyfodol.

**The Presiding Officer:** I have received notice from Christine Humphreys that she wishes to resign as an Assembly Member. That will take effect from 31 March. I thank her for her work as one of the first Members elected to this Assembly. Her work and her contribution to political life in north Wales and to the Assembly's Committees and Plenary sessions, where she used her experience in education and local government, has benefited us and her constituents. I will miss working with a close neighbour. Best wishes to Christine for the future.

### **Cwestiynau i Brif Weinidog Cymru Questions to the First Minister**

#### **Effaith Polisiâu'r Cynulliad ar Fro Morgannwg Effect of Assembly Policies on the Vale of Glamorgan**

**Q1 Owen John Thomas:** What assessment has there been of the effect of Assembly policies on the Vale of Glamorgan? (OAQ10383)

**C1 Owen John Thomas:** Pa asesiad sydd wedi bod ar effaith polisiâu'r Cynulliad ar Fro Morgannwg? (OAQ10383)

**The First Minister (Rhodri Morgan):** The Vale of Glamorgan is the location of Cardiff International Airport, of course. I was sorry that I was unable to be there on Sunday afternoon to welcome home the Welsh team after its magnificent victory in Paris on Saturday. Cardiff International Airport and the adjoining facility of the Defence Aviation Repair Agency at St Athan forms one of the most important complexes of aviation repair expertise in the world. I am sure that it will continue to provide high quality, well-paid and highly skilled employment in the Vale of Glamorgan for many decades to come.

**Prif Weinidog Cymru (Rhodri Morgan):** Ym Mro Morgannwg y mae Maes Awyr Rhyngwladol Caerdydd, wrth gwrs. Yr oedd yn flin gennyf na allwn fod yno brynhawn Sul i groesawu tîm Cymru adref ar ôl eu buddugoliaeth wych ym Mharis ddydd Sadwrn. Mae Maes Awyr Rhyngwladol Caerdydd a chyfleuster cyfagos yr Asiantaeth Atgyweirio Awyrennau Amddiffyn yn Sain Tathan yn ffurfio un o gyfaddiladau arbenigedd atgyweirio awyrennau pwysicaf y byd. Yr wyf yn sicr y bydd yn parhau i ddarparu cyflogaeth tra medrus o safon uchel, gyda chyflogau da ym Mro Morgannwg am sawl degawd i ddod.

**Owen John Thomas:** Is the Minister aware of the adverse impact on the economic life of the Vale of Glamorgan caused by the loss of Objective 2 status for Barry, the removal of assisted area status, the refusal of this Government to grant urban aid and the £2.3

**Owen John Thomas:** A yw'r Gweinidog yn ymwybodol o'r effaith andwyol ar fywyd economaidd Bro Morgannwg yn sgîl colli statws Amcan 2 ar gyfer y Barri, dileu ei statws fel ardal a gynorthwyir, y ffaith i'r Llywodraeth hon wrthod rhoi grant cymorth

million cut in the rate support grant—which has contributed to an increase in council tax of almost 10 per cent in the Vale—and is he confident that this quadruple whammy of negative policies will not result in local job losses in the manufacturing sector?

**The First Minister:** We do not control everything that happens in the manufacturing sector nor in many other areas of the public or private sectors in Wales. I am convinced, as I suggested in reply to your original question, that the Vale of Glamorgan has a diverse economic base comprising some excellent manufacturing companies, such as Dowcorning. It has excellent repair and servicing organisations such as British Airways Maintenance and the Defence Aviation Repair Agency, and has in general, despite the poverty of some wards in Barry, been able to demonstrate that it has a healthy and sustainable future.

**Lorraine Barrett:** Will you join me in welcoming the recent announcement by the Minister for Environment of a multi-million pound investment to upgrade the railway network in the Vale of Glamorgan?

**The First Minister:** Yes. The upgrade of the railway network is a constructive way of solving one of the most difficult transport problems that we face in Wales, namely the difficulty of getting to Cardiff International Airport by road, given the major traffic jams that build up at Culverhouse Cross. One solution is to reopen the Vale of Glamorgan railway line. I trust that we are making good progress with that. It will be able to link into Cardiff International Airport from the old Rhoose station, which some of us are old enough to remember being operated.

**David Melding:** Does the First Minister agree that the news about the Vale of Glamorgan railway line was excellent and should be welcomed by all parties? Does he further agree that there will always be a question mark over the potential of Cardiff International Airport without an access road?

trefol a'r toriad o £2.3 miliwn yn y grant cymorth trethi—sydd wedi cyfrannu at gynydd yn y dreth gyngor o 10 y cant bron yn y Fro—ac a yw'n hyderus na fydd y pedair ergyd hon ar ffurf polisiau negyddol yn arwain at golli swyddi lleol o fewn y sector gweithgynhyrchu?

**Prif Weinidog Cymru:** Nid ni sydd yn rheoli popeth sydd yn digwydd o fewn y sector gweithgynhyrchu nac o fewn sawl maes arall o'r sectorau cyhoeddus a phreifat yng Nghymru. Yr wyf yn argyhoeddedig, fel yr awgrymais wrth ateb eich cwestiwn gwreiddiol, fod Bro Morgannwg yn meddu ar sylfaen economaidd amrywiol gan gynnwys rhai cwmnïau gweithgynhyrchu rhagorol, fel Dowcorning. Ceir sefydliadau atgyweirio a chynnal a chadw rhagorol yno fel British Airways Maintenance a'r Asiantaeth Atgyweirio Awyrennau Amddiffyn, ac yn gyffredinol, er gwaethaf tlodi rhai wardiau yn y Barri, dangosodd bod ganddi ddyfodol iach a chynaliadwy.

**Lorraine Barrett:** A ymunwch â mi wrth groesawu cyhoeddiad y Gweinidog dros yr Amgylchedd yn ddiweddar am fuddsoddiad o filiynau o bunnoedd i uwchraddio'r rhwydwaith rheilffyrdd ym Mro Morgannwg?

**Prif Weinidog Cymru:** Gwnaf. Mae uwchraddio'r rhwydwaith rheilffyrdd yn ffordd adeiladol o ddatrys un o'r problemau trafniadaeth anoddaf a wynebwn yng Nghymru, sef y broblem o gyrraedd Maes Awyr Rhyngwladol Caerdydd ar y ffyrdd, o gofio'r tagfeydd traffig enbyd sydd yn ffurfio yng Nghroes Cwrlwys. Un ateb yw ailagor llinell reilffordd Bro Morgannwg. Hyderaf ein bod yn gwneud cynnydd da gyda hynny. Gall gysylltu â Maes Awyr Rhyngwladol Caerdydd o hen orsaf y Rhws, y mae rhai ohonom yn ddigon hen i'w chofio'n cael ei defnyddio.

**David Melding:** A gytuna Prif Weinidog Cymru bod y newyddion am linell reilffordd Bro Morgannwg yn rhagorol ac y dylid ei groesawu gan bob plaid? A gytuna ymhellach y bydd amheuaeth ynghylch potensial Maes Awyr Rhyngwladol Caerdydd bob amser heb ffordd o'i gyrraedd?

**The First Minister:** Airline operators do not see the lack of an access road as the major drawback. They see the shortage of slots at the key airports as the major drawback to getting more scheduled services into Cardiff International Airport. Cardiff International Airport is among the smaller airports of Europe with less than 2 million passengers per year. The number of passengers needs to be increased, not only in terms of holiday passengers but also on scheduled services. To increase the numbers on scheduled services, you need to fly into Frankfurt and other major airports not currently served, but it is difficult to get convenient slots at 8 a.m., when everybody wants to travel, because that time is occupied by bigger airports servicing Milan, Copenhagen, Stockholm, and Frankfurt. How do you get the slots at the times that people want to travel? If we could crack that and get slot-controllers—the new overlords of the universe—to release slots to help airports such as Cardiff International Airport, we would see many more scheduled services to the key airports of Europe.

**Prif Weinidog Cymru:** Nid diffyg ffordd o'i gyrraedd yw'r prif rwystr yn ôl gweithredwyr cwmnïau awyr. Dywedant hwy mai'r prinder slotiau mewn meysydd awyr mawr yw'r rhwystr wrth geisio cael mwy o wasanaethau rheolaidd i mewn i Faes Awyr Rhyngwladol Caerdydd. Mae Maes Awyr Rhyngwladol Caerdydd ymhlith meysydd awyr llai Ewrop gyda llai na 2 filiwn o deithwyr y flwyddyn. Mae angen cynyddu nifer y teithwyr, nid yn unig yn nhermau teithwyr gwyliau ond hefyd ar wasanaethau rheolaidd. Er mwyn cynyddu'r niferoedd ar wasanaethau rheolaidd, mae angen hedfan i Frankfurt a meysydd awyr mawr eraill nas gwasanaethir ar hyn o bryd, ond mae'n anodd cael slotiau cyfleus am 8 a.m., pan fo pawb am deithio, gan fod yr amser hwnnw wedi ei gymryd gan feysydd awyr mwy sydd yn gwasanaethu Milan, Copenhagen, Stockholm, a Frankfurt. Sut mae cael y slotiau pan fo pobl am deithio? Pe gallem ddatrys hynny a darbwylllo rheolwyr slotiau—sef penarglwyddi'r bydysawd—i ryddhau slotiau i helpu meysydd awyr fel Maes Awyr Rhyngwladol Caerdydd, gwelem lawer mwy o wasanaethau wedi'u trefnu i brif feysydd awyr Ewrop.

#### **Datblygiadau Diweddar yn y Diwydiant Dur (Partneriaeth â Busnes) Recent Developments in the Steel Industry (Partnership with Business)**

**Q2 John Griffiths:** How will recent developments in the steel industry affect the Assembly's policies for partnership with business? (OAQ10403)

**C2 John Griffiths:** Sut y bydd datblygiadau diweddar yn y diwydiant dur yn effeithio ar bolisiau'r Cynulliad ar gyfer partneriaeth â busnes? (OAQ10403)

**The First Minister:** It is the exception that proves the rule. The Assembly's relationship with business and the Assembly's business partnership arrangements work well. Unfortunately, Corus has not set the best example of how a company should work with Government—either the Assembly or central Government—or with unions when it faces a major financial problem and believes that it is also facing an overcapacity problem. There are many better examples to which we could point in Wales, such as Ford and BP in Baglan Bay, of how to discuss a problem with the Government, the local community and the unions to find the best way around it. Corus used to do that but regrettably it seems to have given up on doing so. That is a matter of regret. However, that will not change our policy of pursuing good business partnership

**Prif Weinidog Cymru:** Yr eithriad sydd yn profi'r rheol. Mae cysylltiad y Cynulliad â busnes a threfniadau partneriaeth busnes y Cynulliad yn gweithio'n dda. Yn anffodus, nid yw Corus wedi bod yn enghraifft rhy dda o sut y dylai cwmni weithio gyda'r Llywodraeth—y Cynulliad a Llywodraeth ganolog—na chydag undebau pan wyneba broblem ariannol enbyd ac y cred ei fod hefyd yn wynebu problem gormod o weithwyr. Mae sawl enghraifft well y gallem eu nodi yng Nghymru, fel Ford a BP ym Mae Baglan, o sut i drafod problem gyda'r Llywodraeth, y gymuned leol a'r undebau er mwyn canfod y ffordd orau o'i datrys. Arferai Corus wneud hynny ond yn anffodus ymddengys iddo roi'r gorau iddi. Mae hynny'n drueni. Fodd bynnag, ni newidia hynny ein polisi o anelu at drefniadau

arrangements with a wide range of businesses, which normally does bear fruit.

**John Griffiths:** Recent decisions by Corus's local management to support the announced job and capacity cuts surprised many because it was understood that such matters would be left to an overall decision by Corus at the end of March. That decision by local managers has made the relationship with the workforce worse. The employees at Llanwern believe that the works has only a short-term future if the heavy end closes and have voted for industrial action. Do you agree that it is imperative for management to work with the trade unions and Government and, at the end of March, to change its original decision and announce a medium and long-term strategy to take the company forward?

2:10 p.m.

**The First Minister:** I agree. In a week's time, I think, on 27 March, the final meeting of UK trade unions and Corus's top management, including Sir Brian Moffat, Allan Johnston and David Lloyd, will take place. When its annual results were published last week, it became evident that Corus had played the old trick of placing this year's restructuring costs in last year's results, to make them look worse than they were in strictly trading terms. I am not an accountant and I am sure that Corus's actions were legal. However, they included an element of spin-doctoring to try to frighten everyone into thinking that it had lost £1 billion. In trading terms, Corus only lost £100 million, much of which was due to the disappointing performance of its Dutch half, which should have been able to make hay while the sun shone, given the low value of the euro.

**William Graham:** Do you agree that confidence in the Business Partnership is at an all-time low? Given recent comments in the press and the Deputy First Minister's lamentable attack on Christine Chapman as chair of the Objective 1 Programme Monitoring Committee, do you agree that

partneriaeth busnes da gydag amrywiaeth eang o fusnesau, sydd fel arfer yn dwyn ffrwyth.

**John Griffiths:** Synnwyd llawer gan y penderfyniadau a wnaethpwyd gan reolwyr lleol Corus yn ddiweddar i gefnogi'r toriadau swyddi a chynhyrchiant a gyhoeddwyd gan y deallwyd y byddai penderfyniad cyffredinol ar faterion o'r fath yn cael ei wneud gan Corus ar ddiwedd Mawrth. Mae'r penderfyniad hwnnw gan reolwyr lleol wedi gwaethygu'r berthynas â'r gweithlu. Cred gweithwyr Llanwern mai dim ond dyfodol tymor byr sydd i'r gweithfeydd os bydd y pen trwm yn cau ac maent wedi pleidleisio o blaid gweithredu diwydiannol. A gytunwch ei fod yn holl bwysig i'r rheolwyr weithio gyda'r undebau llafur a'r Llywodraeth ac, ar ddiwedd mis Mawrth, newid ei benderfyniad gwreiddiol a chyhoeddi strategaeth tymor canolig a hir er mwyn datblygu'r cwmni?

**Prif Weinidog Cymru:** Cytunaf. Ymhen wythnos, fe gredaf, ar 27 Mawrth, cynhelir cyfarfod olaf undebau llafur y DU ac uwch reolwyr Corus, gan gynnwys Syr Brian Moffat, Allan Johnston a David Lloyd. Pan gyhoeddwyd ei ganlyniadau blynyddol yr wythnos diwethaf, daeth yn amlwg fod Corus wedi chwarae'r hen dric sef gosod costau ailstrwythuro eleni fel rhan o ganlyniadau y llynedd, er mwyn gwneud iddynt ymddangos yn waeth nag yr oeddent yn nhermau masnachu yn unig. Nid wyf yn gyfrifydd ac yr wyf yn siŵr bod yr hyn a wnaeth Corus yn gyfreithlon. Fodd bynnag, yr oeddent yn cynnwys elfen o sbindoctora er mwyn ceisio brawychu pawb i feddwl eu bod wedi colli £1 biliwn. Yn nhermau masnachu, dim ond £100 miliwn a gollodd Corus, ac yr oedd llawer ohono o ganlyniad i berfformiad siomedig y cwmni yn yr Iseldiroedd, a ddylai fod wedi gallu elwa'n sylweddol, o gofio gwerth isel yr ewro.

**William Graham:** A gytunwch fod hyder pobl yn y Bartneriaeth Fusnes yn is nag erioed? O gofio'r sylwadau yn y wasg yn ddiweddar ac ymosodiad gresynus y Dirprwy Brif Weinidog ar Christine Chapman fel cadeirydd Pwyllgor Monitro Rhaglenni Amcan 1, a gytunwch fod hyder pobl bellach

confidence is now being sapped even further? yn gwanhau'n fwy byth?

**The First Minister:** I was interested to hear the other Conservative Members weeping synchronised crocodile tears in the background. I was present in the Chamber when the comments were made and can draw my own conclusions. I heard no such attack. Objective 1 performance in Wales is well ahead of that in the three English Objective 1 regions. Eleven per cent of the money is committed in Wales, whereas that figure varies between 3 and 8 per cent in the English regions. That is a creditable performance. We all agree that Christine, as chair of the Programme Monitoring Committee, and Mike German, as Minister for Economic Development, are co-operating well. That must be one reason why we are easily ahead of the three English Objective 1 regions in committing the money.

**The Leader of the Opposition (Ieuan Wyn Jones):** When Corus initially announced that 3,000 jobs might be lost in the steel industry, the Government in the Assembly and in Whitehall was seen to lack a coherent contingency plan to deal with the job losses, should they go ahead. We now understand that the unions' plan is being dismissed by Corus's local management. The unions are now determined to press ahead with their own action. As Corus's first announcement was met with panic by the Government, resulting in dithering and buck-passing, when will we have a clear strategy from the Assembly and London? If these jobs are lost, will you insist that the Treasury gives Wales additional money over and above the block, or will you pinch money from the health and education budgets?

**The First Minister:** I love it when Ieuan uses emotive words such as 'dithering' and 'buck-passing'. He obviously uses them because he does not have a coherent argument. If he had one, he would not need to use emotive language. Corus announced its proposals on 1 February. The company has agreed with the unions that it will make a final decision on whether it will accept their counterproposals in a week's time. Ieuan therefore has one more week to try to make political capital out of what is a tragedy for

**Prif Weinidog Cymru:** Yr oedd yn ddi-ddorol clywed yr Aelodau Ceidwadol eraill yn ffug wylofain ar y cyd yn y cefndir. Yr oeddwn yn bresennol yn y Siambr pan wnaethpwyd y sylwadau a gallaf ddod i'm casgliadau fy hun. Ni chlywais ymosodiad o'r fath. Mae perfformiad Amcan 1 yng Nghymru ymhell ar y blaen i berfformiad tair ardal Amcan 1 Lloegr. Mae 11 y cant o'r arian wedi ei ymrwymo yng Nghymru, tra bod y ffigur hwnnw yn amrywio rhwng 3 ac 8 y cant yn ardaloedd Lloegr. Mae hynny'n berfformiad clodwiw. Cytunwn oll bod Christine, fel cadeirydd y Pwyllgor Monitro Rhaglenni, a Mike German, fel y Gweinidog dros Ddatblygu Economaidd, yn cydweithio'n dda. Dyna, yn sicr, yw un rheswm pam ein bod ymhell o flaen tair ardal Amcan 1 Lloegr o ran ymrwymo'r arian.

**Arweinydd yr Wrthblaid (Ieuan Wyn Jones):** Pan gyhoeddodd Corus gyntaf y gallai 3,000 o swyddi gael eu colli o fewn y diwydiant dur, rhoddwyd yr argraff nad oedd cynllun cydlynus wrth gefn gan y Llywodraeth yn y Cynulliad ac yn Whitehall er mwyn delio â'r swyddi a gollid, pe byddent yn bwrw ymlaen â'u cynlluniau. Deallwn bellach bod cynllun yr undebau yn cael ei ddiystyru gan reolwyr lleol Corus. Mae'r undebau erbyn hyn yn benderfynol o fynd rhagddynt gyda'u camau gweithredu eu hunain. Gan mai panig oedd ymateb y Llywodraeth i gyhoeddiad cyntaf Corus, gan arwain at din-droi a beio eraill, pryd y cawn strategaeth glir gan y Cynulliad a Llundain? Os collir y swyddi hyn, a fynnwch bod y Trysorlys yn rhoi arian ychwanegol i Gymru fel swm ar wahân, neu a fyddwch yn dwyn arian o'r cyllidebau iechyd ac addysg?

**Prif Weinidog Cymru:** Yr wyf wrth fy modd pan fydd Ieuan yn defnyddio geiriau cynyrfiadol fel 'tin-droi' a 'beio eraill'. Mae'n amlwg ei fod yn eu defnyddio am nad oes ganddo ddadl gadarn. Pe byddai dadl gadarn ganddo, ni fyddai angen iddo ddefnyddio iaith emosiynol. Cyhoeddodd Corus ei gynigion ar 1 Chwefror. Mae'r cwmni wedi cytuno â'r undebau y bydd yn gwneud penderfyniad terfynol pa un a fydd yn derbyn eu gwrthgynigion neu beidio ymhen wythnos. Mae gan Ieuan wythnos

the four affected communities in Wales.

arall felly i geisio elwa'n wleidyddol ar yr hyn sydd yn drychineb i'r pedair cymuned yr effeithir arnynt yng Nghymru.

Two outright closures have been proposed, but as we do not yet know whether they will occur, it is difficult to say what we will do, unless we jump the gun and undermine the unions' strategy of trying to persuade Corus to change its mind. Ieuan may want to accept the job losses now, contrary to any understanding that Government agencies have with trade unions that they will work with them to dissuade Corus from proceeding with its highly destructive plans to cut 3,800 jobs, including contractor jobs, in Wales. If we can persuade Corus to change its mind, that figure will change. Ieuan may not want the figure to change, because he capitalises on bad news. He loves bad news, as it is wonderful grist to the Plaid Cymru mill before the general election. What a wonderful idea from Corus. I am sure that Ieuan would love 5,000 jobs to be lost, instead of only 3,800.

Y bwriad yw cau dau o'r gweithfeydd yn gyfan gwbl, ond gan na wyddom eto a fydd hyn yn digwydd ai peidio, mae'n anodd dweud beth a wnawn, oni achubwn y blaen ar y sefyllfa a thanseilio strategaeth yr undebau o geisio darbwylo Corus i newid ei feddwl. Efallai bod Ieuan bellach am dderbyn y ffaith bod y swyddi'n cael eu colli, yn groes i unrhyw ddealltwriaeth sydd rhwng asiantaethau'r Llywodraeth ag undebau llafur y byddant yn cydweithio i ddwyn perswâd ar Corus i beidio â bwrw ymlaen â'i gynlluniau hynod ddinistriol i waredu 3,800 o swyddi, gan gynnwys swyddi contractwyr, yng Nghymru. Os gallwn ddarbwylo Corus i newid ei feddwl, bydd y ffigur hwnnw'n newid. Efallai nad yw Ieuan am i'r ffigur newid, gan ei fod yn elwa ar newyddion drwg. Mae wrth ei fodd gyda newyddion drwg, gan ei fod yn ddŵr bendigedig i'w droi i felin Plaid Cymru cyn yr etholiad cyffredinol. Am syniad bendigedig gan Corus. Yr wyf yn siŵr y byddai Ieuan wrth ei fodd yn gweld 5,000 o swyddi'n cael eu colli, yn lle dim ond 3,800.

As I said, the figure may change. We will, therefore, return to this issue in coming weeks, when we know the outcome of the final negotiations between the unions and Corus, for which you claim you do not want to wait.

Fel y dywedais, gallai'r ffigur newid. Dychwelwn, felly, at y mater hwn yn yr wythnosau i ddod, pan wyddom ganlyniad y negodiadau terfynol rhwng yr undebau a Corus, yr honnwch nad ydych am ddisgwyl amdano.

### **Ymweliad â Dociau Mostyn Visit to Mostyn Docks**

**Q3 Alison Halford:** Will the First Minister make a statement on his visit to Mostyn docks on 9 March? (OAQ10407)

**C3 Alison Halford:** A wnaiff Prif Weinidog Cymru ddatganiad ar ei ymweliad â dociau Mostyn ar 9 Mawrth? (OAQ10407)

**The First Minister:** It was an instructive visit for several reasons. From September this year, P&O Ferries will install its fifth ferry port connection between Wales and Ireland, which is mostly for freight, but which has some provision for passenger and car transport. Mostyn Docks Limited is currently in negotiation with British Aerospace to be the transshipment point for the A380 wings. Transporting those enormous wings from a factory in Broughton to the final assembly

**Prif Weinidog Cymru:** Yr oedd yn ymweliad addysgiadol am sawl rheswm. O fis Medi eleni, bydd P&O Ferries yn sefydlu ei bumed cysylltiad porthladd fferi rhwng Cymru ac Iwerddon, ar gyfer nwyddau yn bennaf, ond i ryw raddau ar gyfer cludo teithwyr a cheir. Ar hyn o bryd mae cwmni Dociau Mostyn Cyfyngedig yn negodi gyda British Aerospace ynglŷn â man trawslwytho adenydd A380. Cludo'r adenydd enfawr hynny o ffatri ym Mrychdwn i'r man



point in Toulouse—without dropping and damaging them because they are incredibly valuable—will be one of the great logistical feats of twenty-first century European industrial history. We think that they will be transported by barge from Connah's Quay to Mostyn, transhipped from there to Bordeaux docks and then transported onwards through France. The rail freight terminal at Mostyn has the potential to be the north Wales equivalent of the Euro-freight terminal at Wentloog, which is half way between Cardiff and Newport.

**Alison Halford:** I do not wish to strike a discordant note, but are you aware that North Wales Police is insisting on a full-scale, highly-equipped anti-terrorist facility for Mostyn docks? It requires the same facilities as those in Holyhead, which were paid for by Objective 1 funding. Is there a serious threat to progress at the dock as a result of North Wales Police's requirements? Are you prepared to speak to the Home Office, if necessary, to ensure that there is a compromise with the chief constable of North Wales Police over establishing such facilities at Mostyn docks?

**The First Minister:** I am grateful for your observations, Alison, and I defer to your infinitely greater knowledge of policing matters. If you believe that it is excessive to require the same facilities at Mostyn as those in Holyhead, then I am happy to incorporate your views in a letter to the Secretary of State for the Home Department.

**Dafydd Wigley:** Yn y cyd-destun hwnnw ac yn dilyn ei drafodaethau gyda Mostyn Docks Cyf, a yw Prif Weinidog Cymru wedi holi a fydd unrhyw nwyddau a fewnforir i'r dociau, o Iwerddon neu wledydd eraill, yn cynnwys cig? A oes perygl ym Mostyn, a lleoedd eraill, y bydd cig yn dod i mewn drwy'r drws cefn? O gofio datganiad Nick Brown dros y penwythnos mai cig a fewnforiwyd yn anghyfreithlon oedd achos tebygol clwy'r traed a'r genau, a wnaiff sicrhau rheolaeth lwyr ar gig a fewnforir i ddociau Mostyn a ledled Cymru? Mae llawer ohonom yn teimlo y byddai'n well peidio â mewnforio cig o wledydd lle y mae perygl o fewnforio

cynhyrchu terfynol yn Toulouse—heb eu gollwng a'u niweidio, oherwydd maent yn anhygoel o werthfawr—fydd un o'r tasgau logistaidd pennaf yn hanes diwydiannol Ewrop yn yr unfed ganrif ar hugain. Credwn y cânt eu cludo ar gwch o Gei Conna i Fostyn, eu trawslwytho o'r fan honno i ddociau Bordeaux ac yna eu cludo ymlaen drwy Ffrainc. Mae gan y derfynell nwyddau rheilffordd ym Mostyn y potensial i fod yn lle yng ngogledd Cymru sydd yn cyfateb i'r derfynell nwyddau Ewropeaidd yng Ngwynllŵg, sydd hanner ffordd rhwng Caerdydd a Chasnewydd.

**Alison Halford:** Nid wyf am daro nodyn aflafar, ond a ydych yn ymwybodol bod Heddlu Gogledd Cymru yn mynnu bod angen cyfleuster gwrthderfysgaeth cyfoes, cyflawn yn nociau Mostyn? Mae'n galw am yr un cyfleusterau â'r rheini yng Nghaerdydd, y talodd arian Amcan 1 amdanynt. A oes bygythiad difrifol i'r cynnydd yn y doc o ganlyniad i ofynion Heddlu Gogledd Cymru? A ydych yn barod i siarad â'r Swyddfa Gartref, os oes angen, i sicrhau cyfaddawd gyda phrif gwnstabl Heddlu Gogledd Cymru mewn perthynas â sefydlu cyfleusterau o'r fath yn nociau Mostyn?

**Prif Weinidog Cymru:** Yr wyf yn ddiolchgar am eich sylwadau, Alison, ac ymostyngaf i'ch gwybodaeth chi am faterion plismona sydd yn llawer mwy na'm gwybodaeth i. Os credwch ei bod yn ormodol disgwyl yr un cyfleusterau ym Mostyn â'r rheini yng Nghaerdydd, yna yr wyf yn fwy na bodlon ymgorffori eich barn mewn llythyr at Ysgrifennydd Gwladol yr Adran Gartref.

**Dafydd Wigley:** In that context and following his discussions with Mostyn Docks Ltd, has the First Minister inquired whether goods imported to the docks from Ireland or other countries, will include meat? Is there a risk in Mostyn and other places that meat will come in through the back door? Bearing in mind Nick Brown's statement over the weekend that illegally imported meat was the probable cause of foot and mouth disease, will he ensure total control on meat imported to Mostyn docks and throughout Wales? Many of us feel that it would be better not to import meat from countries where there is a risk of importing diseases like foot and

clwyfau fel clwy'r traed a'r genau hefyd.

**Prif Weinidog Cymru:** Pe bawn yn sefyll yn Dáil Éireann yn hytrach na'r Cynulliad, byddwn yn gweld y broblem o ochr arall y telesgop. Mae ofnau yn Iwerddon y caiff cig ei fewnforio o Brydain, ac felly, y clefyd o bosibl, drwy'r gwasanaethau fferi cyfredol neu'r gwasanaeth fferi newydd a fydd yn dechrau ym Medi.

O ran mewnforio o wledydd eraill, ni chredaf y daw unrhyw nwyddau i mewn i ddociau Mostyn o unrhyw un o'r gwledydd lle y mae clwy'r traed a'r genau yn endemig, fel yr Ariannin neu Siapan. Nid y math hwnnw o borthladd ydyw.

**Tom Middlehurst:** Notwithstanding Dafydd Wigley's comments and the understandable concerns about foot and mouth disease, do you agree that nothing can diminish the significant achievements of the port of Mostyn in developing a facility that could provide significant export opportunities for many businesses and industries in north Wales, not least British Aerospace at Broughton? The level of development on that site is a fine example of what can be achieved through a partnership between the local authority, the private sector and agencies, and I hope the partnership will lead to further development there.

2:20 p.m.

**The First Minister:** I am grateful for your comments, Tom. As described to me by Mr O'Toole—effectively the owner of Mostyn docks—it was until recently almost a medieval port in that the ship simply landed on the mud and stayed there. It was only accessible for an hour a day. The revolutionary expansion of the docks means that it is now available 23 hours a day. This has been done by adding the quay, which has a great advantage over an enclosed docks. It has an hour to an hour-and-a-half's sailing advantage over Liverpool port. Liverpool is responding by developing the Twelve Quays project at Birkenhead to compensate for the real competition that Mostyn offers, despite the fact that Liverpool is a much larger port.

mouth with it.

**The First Minister:** If I were standing in Dáil Éireann rather than the Assembly, I would see this problem from the other side of the telescope. There are fears in Ireland that meat, which may carry the disease, will be imported from Britain, via the current ferry services or the new ferry service starting in September.

On importing from other countries, I do not think that any goods will be imported into Mostyn docks from any of the countries where foot and mouth disease is endemic, such as Argentina or Japan. It is not that type of port.

**Tom Middlehurst:** Er gwaethaf sylwadau Dafydd Wigley a'r pryderon dealladwy am glwy'r traed a'r genau, a gytunwch na all unrhyw beth dynnu oddi ar gyflawniadau sylweddol porthladd Mostyn wrth ddatblygu cyfleuster a allai ddarparu cyfleoedd allforio sylweddol ar gyfer llawer o fusnesau a diwydiannau yng ngogledd Cymru, nid lleiaf British Aerospace ym Mrychdwn? Mae lefel y datblygiad ar y safle hwnnw yn enghraifft ragorol o'r hyn y gellir ei gyflawni drwy bartneriaeth rhwng yr awdurdod lleol, y sector preifat a'r asiantaethau, a gobeithiaf y bydd y bartneriaeth yn arwain at ddatblygiad pellach yno.

**Prif Weinidog Cymru:** Yr wyf yn ddiolchgar am eich sylwadau, Tom. Fel y disgrifiodd Mr O'Toole wrthyf—sef perchennog dociau Mostyn i bob pwrpas—tan yn ddiweddar, yr oedd bron yn borthladd canoloesol lle y glaniai'r llong ar y llaid gan aros yno. Dim ond am awr y dydd yr oedd yn bosibl cael mynediad iddo. Golyga'r ehangu chwyldroadol yn y dociau ei fod ar gael bellach 23 awr y dydd. Gwnaethpwyd hyn drwy ychwanegu'r cei, sydd â mantais fawr dros ddociau cae'dig. Mae ganddo fantais forio o awr i awr a hanner dros borthladd Lerpwl. Mae Lerpwl yn ymateb drwy ddatblygu prosiect y Deuddeg Cei ym Mhenbedw er mwyn gwneud iawn am y gystadleuaeth wirioneddol yn sgîl Mostyn, er gwaethaf y ffaith fod Lerpwl yn borthladd llawer mwy.

## **Rhaglen Fusnes Flynyddol y Llywodraeth Annual Government Business Programme**

**Q4 Jonathan Morgan:** Will the First Minister make a statement on progress towards achieving the goals set out in his annual Government business programme, made to the Assembly on 21 November 2000? (OAQ10404)

**The First Minister:** I am grateful for that question. We are making excellent progress. We have now developed our radical proposals for the future direction of the health service. We have not only appointed the Children's Commissioner for Wales, but have legislation in progress through Parliament to widen his powers. We have driven forward the Communities First project to assist our most disadvantaged communities. We have put forward proposals for the long-term future of agriculture and begun the process of devising the new national economic development strategy. As I know that you are interested in education, Jonathan, I should not finish without mentioning that we have begun the development of the Welsh baccalaureate pilot scheme.

**Jonathan Morgan:** Do you agree that it is increasingly clear that public services in Wales are losing out in direct payments compared with those in England? I refer to health and education. We know, as a result of budget statements, that general practitioners in England will receive about £10,000 to develop patients services and that secondary schools in England will receive about £100,000 to raise standards. We do not know yet whether similar announcements will be made in Wales, but schools and hospitals in Wales are concerned that they are losing out. What message do you have for them?

**The First Minister:** As regards the GPs, if I could persuade Jonathan to read beyond the headlines of articles in *The Western Mail* into the text, he would encounter the interesting comments of Dr Bob Broughton, Secretary of

**C4 Jonathan Morgan:** A wnaiff Prif Weinidog Cymru ddatganiad ar gynnydd o ran cyflawni'r amcanion yn rhaglen fusnes flynyddol y Llywodraeth a gyflwynwyd i'r Cynulliad ar 21 Tachwedd 2000? (OAQ10404)

**Prif Weinidog Cymru:** Yr wyf yn ddiolchgar am y cwestiwn hwnnw. Gwnawn gynnydd rhagorol. Yr ydym bellach wedi datblygu ein cynigion radical ar gyfer cyfeiriad y gwasanaeth iechyd yn y dyfodol. Yr ydym nid yn unig wedi penodi Comisiynydd Plant dros Gymru, ond mae gennym ddeddfwriaeth sydd ar ei ffordd drwy'r Senedd i ehangu ei bwerau. Yr ydym wedi llywio'r prosiect Rhoi Cymunedau'n Gyntaf yn ei flaen er mwyn cynorthwyo'r cymunedau hynny sydd o dan yr anfantais fwyaf. Yr ydym wedi cyflwyno cynigion ar gyfer dyfodol tymor hir amaethyddiaeth ac wedi dechrau'r broses o ddyfeisio'r strategaeth datblygu economaidd genedlaethol newydd. Gan fy mod yn gwybod bod diddordeb gennych mewn addysg, Jonathan, ni ddylwn orffen heb grybwyll ein bod wedi dechrau datblygu cynllun peilot bagloriaeth Cymru.

**Jonathan Morgan:** A gytunwch y daw'n gynyddol amlwg bod gwasanaethau cyhoeddus yng Nghymru ar eu colled ym maes taliadau uniongyrchol o'u cymharu â'r rheini yn Lloegr? Cyfeiriaf at iechyd ac addysg. Gwyddom, o ganlyniad i ddatganiadau cyllidebol, y derbynia ymarferwyr cyffredinol yn Lloegr tua £10,000 i ddatblygu gwasanaethau cleifion ac y derbynia ysgolion uwchradd yn Lloegr tua £100,000 i godi safonau. Ni wyddom eto a wneir cyhoeddiadau tebyg yng Nghymru, ond mae ysgolion ac ysbytai yng Nghymru yn poeni eu bod ar eu colled. Beth yw eich neges iddynt hwy?

**Prif Weinidog Cymru:** O ran ymarferwyr cyffredinol, pe gallwn ddarbwyllio Jonathan i ddarllen y tu hwnt i benawdau erthyglau *The Western Mail* i mewn i'r testun, ddi ar draws sylwadau diddorol Dr Bob Broughton,

the British Medical Association in Wales. They were far from destructive comments; he said that he was not entirely happy with what was being proposed in England. He thought the approach a bit crude and scattergun. He hoped that we would make better proposals, as I am sure that we will, subject to Jane Hutt's and the Health and Social Services Committee's deliberations.

You must remember, Jonathan, going back to the time when you were in short trousers—if not nappies— [CONSERVATIVE ASSEMBLY MEMBERS: 'How patronising.'] I apologise. However, the financial arrangement does not have anything to do with the establishment of the Assembly in 1999; it goes back to the Barnett formula's establishment in 1978. The situation has not changed since the Assembly was set up. The block was established by Joel Barnett when he was at the Treasury in 1978, ready for devolution, which did not take place, in 1979. Nicholas Edwards, in his eight years as Secretary of State for Wales from 1979 to 1987, was the great proponent of we in Wales doing exactly what we want to do, without having to refer to the Treasury, or having to copy England. That does not have anything to do with the Assembly's establishment, and everything to do with our having a block arrangement in the Barnett formula, whereby we decide how we spend the equivalent money to that which England has for the same purposes. We do not have to spend money in the same way as England, not only because we have an Assembly, but because for 21 years there has been no change in that block arrangement.

**Alun Pugh:** You know that the north Wales coast is a retirement area. As a Labour Member I welcome pensioners, be they English or Welsh, who wish to enjoy their retirement there. Will you tell pensioners in Wales when they will be able to enjoy travel concessions?

**The First Minister:** They will start in 11 days' time, in the sense that the free bus passes will be available—as opposed to the present patchwork arrangements—which will have certain concessions, usually half-price travel. Free bus travel will start on 1 April next year. However, I should explain that that

Ysgrifennydd Cymdeithas Feddygol Prydain yng Nghymru. Yr oeddent ymhell o fod yn sylwadau dinistriol; dywedodd nad oedd yn gwbl fodlon â'r hyn a gynigid yn Lloegr. Ystyriai bod yr ymagwedd ychydig yn amrwd a mympwyol. Gobeithiai y gwnaem well cynigion, ac, yr wyf yn siŵr y gwnawn hynny, yn unol â thrafodaethau Jane Hutt a'r Pwyllgor Gwasanaethau Iechyd a Gwasanaethau Cymdeithasol.

Rhaid ichi gofio, Jonathan, i fynd yn ôl i'r amser pan oeddech mewn trowsus byr—os nad cewynnau—[AELODAU CEIDWADOL Y CYNULLIAD: 'Am nawddoglyd.'] Ymddiheuraf. Fodd bynnag, nid oes gan y trefniant ariannol unrhyw beth i'w wneud â sefydlu'r Cynulliad yn 1999; â yn ôl at sefydlu fformwla Barnett yn 1978. Nid yw'r sefyllfa wedi newid ers sefydlu'r Cynulliad. Sefydlwyd y bloc gan Joel Barnett pan oedd yn y Trysorlys yn 1978, yn barod ar gyfer datganoli, na ddigwyddodd, yn 1979. Yr oedd Nicholas Edwards, yn ei wyth mlynedd fel Ysgrifennydd Gwladol Cymru o 1979 i 1987, yn gredwr cryf y dylem ni yng Nghymru wneud yn union fel y mynnwn, heb orfod cyfeirio at y Trysorlys, nac efelychu Lloegr. Nid oes gan hynny unrhyw beth i'w wneud â sefydlu'r Cynulliad ac mae ganddo bopeth i'w wneud â'r ffaith bod gennym drefniant bloc yn fformwla Barnett, lle mai ni sydd yn penderfynu sut y gwariwn yr un faint o arian ag sydd gan Loegr at yr un dibenion. Nid oes rhaid inni wario arian yn yr un ffordd â Lloegr, nid dim ond am fod gennym Gynulliad, ond oherwydd na newidiwyd y trefniant bloc hwnnw ers 21 mlynedd.

**Alun Pugh:** Gwyddoch fod arfordir gogledd Cymru yn ardal ymddeol. Fel Aelod Llafur croesawaf bensiywyr, boed yn Saeson neu'n Gymry, sydd am fwynhau eu hymddeoliad yno. A ddywedwch wrth bensiywyr yng Nghymru pryd y bydd yn bosibl iddynt fwynhau consesiynau teithio?

**Prif Weinidog Cymru:** Dechreuant ymhen 11 diwrnod, yn yr ystyr y bydd y tocynnau bws am ddim ar gael—yn hytrach na'r trefniadau anghyson presennol—a fydd yn sicrhau consesiynau penodol, sef teithio am hanner pris fel arfer. Bydd teithio ar fws am ddim yn dechrau ar 1 Ebrill y flwyddyn

does not mean that you can get on a bus in Colwyn Bay and come to Cardiff, Alun. You could not because you are not a pensioner anyway. Likewise, you cannot travel to the north of Scotland using the pass; it will be for locally-based bus travel and have a coverage similar to that under present arrangements. That is, it will cover travel from local authority to local authority or within a consortia of local authorities. Those journeys will be free from 1 April 2002.

**The Leader of the Welsh Conservatives (Nick Bourne):** One of the main challenges facing the administration at present is the implementation of Objective 1. The Objective 1 task and finish group referred to a significant gap in leadership and a policy vacuum and more recently the Trades Union Congress and the Confederation of British Industry criticised the private sector's lack of involvement. What are you, and your Deputy, doing to address these real concerns, before we lose all the potential benefits of Objective 1?

**The First Minister:** I am not sure from where you drew that last conclusion, Nick. You may be falling into the trap of believing publicity that emanates from the figure behind you on the Conservative benches. He loves to have a rant every week and throws words like 'disaster' and 'shambles' around as if he were putting salt on his fish and chips. When you study the figures you will see that we are a long way ahead of the three Objective 1 regions in England in terms of our commitment of Objective 1 money. I am happy for there to be as much private sector involvement as is possible. The difficulty is that the private sector says that it does not have the time to attend interminable meetings. That is an insoluble problem. If it cannot commit the time, unfortunately it cannot be as involved as public sector organisations are. If you have any constructive suggestions on how to get around that otherwise intractable problem, I would be pleased if you would write to me and make them.

**Nick Bourne:** That sounded as if you are blaming the private sector for its lack of

nesaf. Fodd bynnag, dylwn esbonio na olyga hynny y gallwch ddal bws ym Mae Colwyn a dod i Gaerdydd, Alun. Ni allech chi gan nad ydych yn bensiynwr beth bynnag. Yn yr un modd, ni allwch deithio i ogledd yr Alban drwy ddefnyddio'r tocyn; at ddibenion teithio ar fysiau yn lleol y bydd, a bydd ganddo gwmpas tebyg i'r hyn sydd yn bodoli o dan y trefniadau presennol. Hynny yw, bydd yn cwmpasu teithiau o un awdurdod lleol i'r llall neu o fewn consortia o awdurdodau lleol. Bydd y teithiau hynny am ddim o 1 Ebrill 2002.

**Arweinydd Ceidwadwyr Cymru (Nick Bourne):** Un o'r prif heriau sydd yn wynebu'r weinyddiaeth ar hyn o bryd yw gweithredu Amcan 1. Cyfeiriodd grŵp gorchwyl a gorffen Amcan 1 at fwllch sylweddol yn yr arweinyddiaeth a gwagle o ran polisi ac yn fwy diweddar beirniadodd Cyngres yr Undebau Llafur a Chyddfederasiwn Diwydiant Prydain ddiffyg cyfranogiad y sector preifat. Beth yr ydych chi, a'ch Dirprwy, yn ei wneud i ymdrin â'r pryderon gwirioneddol hyn, cyn inni golli holl fanteision posibl Amcan 1?

**Prif Weinidog Cymru:** Ni wn sut y daethoch i'r casgliad diwethaf hwnnw, Nick. Efallai eich bod yn syrthio i'r fagl o gredu'r cyhoeddusrwydd sydd yn deillio o'r ffigur y tu ôl ichi ar feinciau'r Ceidwadwyr. Mae wrth ei fodd yn rhefru bob wythnos gan daflu geiriau fel 'trychineb' a 'traed moch' fel pe byddai'n rhoi halen ar ei bysgodyn a'i sglodion. Pan astudiwch y ffigurau, gwelwch ein bod ymhell ar y blaen i dair ardal Amcan 1 Lloegr yn nhermau ein hymrwymiad i arian Amcan 1. Yr wyf yn hapus gyda chymaint o gyfranogiad o'r sector preifat â phosibl. Y broblem yw y dywed y sector preifat nad oes ganddo'r amser i fynd i gyfarfodydd diddiwedd. Mae honno'n broblem na ellir ei datrys. Oni all ymrwymo'r amser, yn anffodus ni all gymryd rhan mor amlwg â sefydliadau'r sector cyhoeddus. Os oes gennych unrhyw awgrymiadau adeiladol o ran sut i ddatrys y broblem honno sydd fel arall yn amhosibl, byddwn yn falch pe gallech ysgrifennu ataf a sôn amdanynt.

**Nick Bourne:** Yr oedd hynny'n swnio fel pe baech yn beio'r sector preifat am ei ddiffyg

involvement. I am not relying on what other Welsh Conservatives tell me, I have read the letters myself and I am aware of what the private sector has said, including the leader of the Wales TUC. It has said that it does not like interminable meetings and spending too much time on these issues. However, it will provide time if there are projects in which it can engage. Why on earth would it not want to do that and create job opportunities for people? Let us make it clear that the private sector has a proper part to play in this. I hope that you will reconsider your comments, which seemed to lay the blame on the private sector. The problem is not just with the private sector. I received a letter from Neath Port Talbot College, indicating that it will not receive money until September of this year for a project that should have begun earlier this year. The problem is across the board.

**The First Minister:** Nothing is across the board. You pick one letter that was signed by four people and another from one college in one part of Wales and, suddenly, it is across the board. How many does it have to be—*[Interruption.]*

**The Presiding Officer:** Order.

**The First Minister:** Have you heard the phrase, two swallows do not make a summer? Two complaints do not mean a shambles, to use Alun Cairns's favourite expression. When we are well ahead of the three Objective—*[Interruption.]*

**The Presiding Officer:** Order. The leader of the Welsh Conservatives has asked two supplementaries. He does not require the whole group to support him.

**The First Minister:** When the facts clearly show that we are well ahead on our Objective 1 commitments—in one case, three times further ahead in our commitment of Objective 1 money than the English regions—his proposition is absurd.

**The Presiding Officer:** Question 5 has been transferred for written reply.

cyfranogiad. Ni ddibynnaf ar yr hyn a ddywedir wrthyf gan Geidwadwyr eraill yng Nghymru, yr wyf wedi darllen y llythyr fy hun ac yr wyf yn ymwybodol o'r hyn a ddywedodd y sector preifat, gan gynnwys arweinydd Cyngres Undebau Llafur Cymru. Dywedodd nad yw'n hoff o gyfarfodydd diddiwedd a threulio gormod o amser ar y materion hyn. Fodd bynnag, darpara amser os oes prosiectau y gall ymgymryd â hwy. Pam ar y ddaear na fyddai am wneud hynny a chreu cyfleoedd gwaith i bobl? Gadewch inni fod yn glir bod gan y sector preifat ran briodol i'w chwarae yn hyn. Gobeithio yr ailystyriwch eich sylwadau, yn beio'r sector preifat, i bob golwg. Nid yw'r broblem yn ymwneud â'r sector preifat yn unig. Cefais lythyr o Goleg Castell-nedd Port Talbot, yn nodi na fydd yn derbyn arian tan fis Medi eleni am brosiect a ddylai fod wedi dechrau'n gynharach eleni. Mae'r broblem yn effeithio ar bawb.

**Prif Weinidog Cymru:** Nid oes unrhyw beth yn effeithio ar bawb. Dewiswch un llythyr a arwyddwyd gan bedwar o bobl ac un arall o un coleg mewn un rhan o Gymru ac, yn sydyn, mae'n effeithio ar bawb. Faint sydd yn rhaid eu cael—*[Torri ar draws.]*

**Y Llywydd:** Trefn.

**Prif Weinidog Cymru:** A glywsoch y dywediad, un wennol ni wna wanwyn? Nid yw dwy gŵyn yn golygu llanastr, i ddefnyddio hoff derm Alun Cairns. Pan ydym ymhell ar y blaen i dair ardal Amcan—*[Torri ar draws.]*

**Y Llywydd:** Trefn. Mae arweinydd Ceidwadwyr Cymru wedi gofyn dau gwestiwn atodol. Nid oes angen cefnogaeth y grŵp cyfan arno.

**Prif Weinidog Cymru:** Pan ddengys y ffeithiau'n glir ein bod ymhell ar y blaen yn ein hymrwymiaidau ym maes Amcan 1—mewn un achos, dair gwaith ymhellach ar y blaen yn ein hymrwymiad i arian Amcan 1 nag ardaloedd yn Lloegr—mae ei gynnig yn hurt.

**Y Llywydd:** Trosglwyddwyd Cwestiwn 5 i'w ateb yn ysgrifenedig.

**Statws Cymru o fewn yr UE**  
**Wales's Standing within the EU**

**Q6 David Davies:** How has the establishment of the Assembly improved Wales's standing within the European Union? (OAQ10385)

**The First Minister:** I will give you a few examples, David. The establishment of the Assembly's office in Brussels and our membership of the Wales European Centre have been of great significance during the past year. There was good attendance at the launching ceremony from all parties in the Assembly. Likewise, since September, Assembly Members' attendance at European Union Council meetings has become far more frequent than previously was the case. The commitment to an inter-governmental conference in three years' time, at which there will be a discussion on the respective competencies for the European level, the nation state level and the regional tier of government into which we would fit—we do not call ourselves a region, but we fit into the regional tier of government—is important. The conference will be of great importance for this Assembly.

**David Davies:** If you are confident that this increased standing has enabled the Assembly to ensure that all money available to us in Europe is being fully accessed, I draw your attention once again to Franz Fischler's letter. I drew your attention to it a week ago and I have not received a reply from you about it. The letter indicates that money is available in Europe for flood defence, of which Wales has not taken advantage. Will you investigate this immediately and guarantee that, if the money is available, you will take immediate steps to access it?

2:30 p.m.

**The First Minister:** I do not have a problem with that, provided that it does not mean sacrificing other, wider objectives. I have not seen the letter yet but that does not mean that it has not been received. However, if the division is looking at the letter in order to give you a considered reply, and if getting additional money under the scheme to which

**C6 David Davies:** Ym mha ffordd y mae sefydlu'r Cynulliad wedi gwella statws Cymru oddi mewn i'r Undeb Ewropeaidd? (OAQ10385)

**Prif Weinidog Cymru:** Rhoddaf rai enghreifftiau ichi, David. Bu sefydlu swyddfa'r Cynulliad ym Mrwsel a'n haelodaeth yng Nghanolfan Ewropeaidd Cymru yn arwyddocaol iawn yn ystod y flwyddyn a aeth heibio. Yr oedd llawer yn bresennol yn y seremoni lansio o bob un o bleidiau'r Cynulliad. Yn yr un modd, ers mis Medi, bu Aelodau'r Cynulliad yn bresennol yng nghyfarfodydd Cyngor yr Undeb Ewropeaidd yn llawer amlach nag yn flaenorol. Mae'r ymrwymiad i gynhadledd rynglywodraethol ymhen tair blynedd, lle y trafodir y priod alluoedd ar gyfer lefel Ewrop, lefel cenedl-wladwriaeth a haen ranbarthol y llywodraeth a fyddai'n berthnasol i ni—ni alwn ein hunain yn rhanbarth ond mae haen ranbarthol llywodraeth yn berthnasol i ni—yn bwysig. Bydd y gynhadledd yn bwysig iawn i'r Cynulliad hwn.

**David Davies:** Os ydych yn hyderus i'r statws uwch hwn ei gwneud yn bosibl i'r Cynulliad sicrhau bod yr holl arian sydd ar gael inni yn Ewrop yn cael ei ddefnyddio'n llawn, tynnaf eich sylw unwaith eto at lythyr Franz Fischler. Tynnais eich sylw ato wythnos yn ôl ac nid wyf wedi cael ateb oddi wrthych yn ei gylch. Mae'r llythyr yn nodi bod arian ar gael yn Ewrop at ddiben amddiffyn rhag llifogydd nad yw Cymru wedi manteisio arno. A ymchwiliwch i hyn ar unwaith a gwarantu y cymerwch gamau ar unwaith, os yw'r arian ar gael, i'w hawlio?

**Prif Weinidog Cymru:** Nid yw hynny'n broblem imi, ar yr amod nad yw'n golygu aberthu amcanion ehangach eraill. Nid wyf wedi gweld y llythyr eto ond ni olyga hynny na chafodd ei dderbyn. Fodd bynnag, os yw'r is-adran yn edrych ar y llythyr er mwyn rhoi ateb ystyrllon ichi, ac os nad yw sicrhau arian ychwanegol o dan y cynllun y cyfeiriasoch

you referred with such elegance last week does not sacrifice what we regard as more important Assembly objectives, I am sure that we would be able to take advantage of it. However, that was not the early indication that I received from the division.

**Rhodri Glyn Thomas:** A all Rhodri ddatgelu beth yw effaith y cynnydd yn ein proffil a'n presenoldeb yn Ewrop wrth inni wynebu sefyllfa o dlodi eithafol yng Nghymru? Nid fy nisgrifiad i yw hynny, ond dyna a geir yn yr adroddiad diweddar, 'Breadline Europe: The Measurement of Poverty', sydd yn sôn am dlodi eithafol ymysg pensiynwyr a phlant ac ar draws yr ystod oedran ym Mhrydain. Beth a wna ein presenoldeb yn Ewrop i godi Cymru o waelod y gynghrair tlodi?

**Prif Weinidog Cymru:** Dyna bwrpas Amcan 1. Cawsom statws Amcan 1 oherwydd bod dwy ran o dair o Gymru yn dlawd, gyda chynnyrch mewnwladol crynswth y pen o lai na thri chwarter y cyfartaledd Ewropeaidd. Cawsom Amcan 1 er mwyn lleihau tlodi a chynyddu cynhyrchiant economaidd. Yn ystod y saith mlynedd pan fyddwn yn derbyn arian Amcan 1, byddai dyn yn disgwyl newid sylweddol yn lefel y problemau a ddisgrifiwyd yn yr adroddiad y cyfeiriasoch ato.

ato mewn ffordd mor gain yr wythnos diwethaf yn aberthu'r hyn a ystyriwn yn amcanion pwysicach fel Cynulliad, yr wyf yn siŵr y gallem fanteisio arno. Fodd bynnag, nid dyna oedd yr awgrym cynnar gan yr is-adran.

**Rhodri Glyn Thomas:** Can Rhodri reveal what the effects of our increased profile and presence in Europe are when we face a situation of extreme poverty in Wales? That is not my description but that of the recent report, 'Breadline Europe: The Measurement of Poverty', which mentions extreme poverty among pensioners and children and across the age range in Britain. What will our presence in Europe do to lift Wales from the bottom of the poverty league?

**The First Minister:** That is the purpose of Objective 1. We were granted Objective 1 status because two thirds of Wales is poor, with gross domestic product per capita of less than three-quarters of the European average. We were awarded Objective 1 to reduce poverty and increase economic production. One would expect a substantial change in the level of problems described in the report to which you referred over the seven years during which Objective 1 money will be paid.

### **Goblygiadau Araith Cyllideb y Canghellor Implications of the Chancellor's Budget Speech**

**Q7 Peter Black:** What discussions has the First Minister had with the Secretary of State for Wales on the implications for Wales of the Chancellor's budget speech? (OAQ10384)

**The First Minister:** I have regular discussions with the Secretary of State on this and other matters. I have discussed with him the positive implications for Wales of the Chancellor's recent budget speech and, in particular, the addition of £100 million to the Assembly's resources over the next three years. I have also discussed with him the welcome further support to families via the children's tax credit, which will have a particularly good impact in Wales, where there are fewer families with an income of more than £40,000, which is the cut-off point

**C7 Peter Black:** Pa drafodaethau a fu rhwng Prif Weinidog Cymru ag Ysgrifennydd Gwladol Cymru ynghylch goblygiadau araith cyllideb y Canghellor i Gymru? (OAQ10384)

**Prif Weinidog Cymru:** Caf drafodaethau rheolaidd gyda'r Ysgrifennydd Gwladol ar y mater hwn a materion eraill. Yr wyf wedi trafod gydag ef y goblygiadau cadarnhaol i Gymru yn dilyn araith cyllideb ddiweddar y Canghellor ac, yn arbennig, y £100 miliwn ychwanegol at adnoddau'r Cynulliad dros y tair blynedd nesaf. Yr wyf hefyd wedi trafod gydag ef y cymorth pellach i deuluoedd a groesewir drwy gyfrwng y credyd treth plant, a gaiff effaith arbennig o dda yng Nghymru, lle mae llai o deuluoedd ag incwm o fwy na £40,000, sef y torbwynt ar gyfer derbyn



for receiving childrens tax credit. Likewise, I welcome improvements in the minimum income guarantee and the state minimum pension and improvements in the working families tax credit, the statutory minimum wage, the widening of the 10p tax band and the awarding of agri-monetary compensation.

**Peter Black:** Do you agree that the awarding of operating aids, or a limited form of operating aids, in the budget for deprived areas was a significant step forward by the Chancellor of the Exchequer? It leaves the door open for the Assembly to press for further aid for Objective 1 areas in Wales.

**The First Minister:** I am pursuing that matter further with Gordon Brown, as we need to move quickly on that. We are moving quickly to help the Chancellor to crystallise his proposals, as laid out in the budget, so that they are of maximum benefit to our worst-off areas that are most in need of new jobs.

**Rod Richards:** The First Minister keeps referring to an increase of £100 million over the next three years. I recall that he said last week that that, effectively, amounted to an increase of £33.3 million per year. Does he believe that or is it not the case that the £100 million about which he is talking is an increase of £20 million year on year?

**The First Minister:** As far as I am aware, 100 divided by three is 33.3.

**Alun Cairns:** Do you agree that the budget offered nothing for Welsh manufacturers, at a time when the climate change levy will hit Welsh jobs, just as other taxes have hit them, resulting in the redundancies that we have experienced in recent weeks. Will you join me in condemning the climate change levy or will we continue to see the meltdown in manufacturing that we have experienced over recent months?

**The First Minister:** It is far from a meltdown, Alun. I would have thought that you would, at least, have welcomed Toyota's

credyd treth plant. Yn yr un modd, croesawaf welliannau yn y gwarant isafswm incwm ac isafswm pensiwn y llywodraeth a gwelliannau yng nghredyd treth teuluoedd sydd yn gweithio, yr isafswm cyflog statudol, ehangu'r band treth 10c a dyrannu iawndal amaeth-ariannol.

**Peter Black:** A gytunwch fod dyrannu cymhorthion gweithredu, neu ffurf gyfyngedig ar gymhorthion gweithredu, yn y gyllideb ar gyfer ardaloedd difreintiedig yn gam sylweddol ymlaen gan Ganghellor y Trysorlys? Mae'n gadael y drws ar agor i'r Cynulliad bwysu am gymorth pellach ar gyfer ardaloedd Amcan 1 yng Nghymru.

**Prif Weinidog Cymru:** Yr wyf yn mynd ar drywydd y mater hwnnw ymhellach gyda Gordon Brown, gan fod angen inni symud yn gyflym yn hynny o beth. Symudwn yn gyflym i helpu'r Canghellor i grisialu ei gynigion, fel y'u nodwyd yn y gyllideb, er mwyn iddynt fod o'r budd mwyaf posibl i'n hardaloedd tlotaf y mae angen swyddi newydd arnynt fwyaf.

**Rod Richards:** Cyfeiria Prif Weinidog Cymru yn barhaus at gynnydd o £100 miliwn dros y tair blynedd nesaf. Cofiaf iddo ddweud yr wythnos diwethaf bod hynny, i bob pwrpas, yn gynnydd o £33.3 miliwn y flwyddyn. A ydyw'n credu hynny neu onid yw'r £100 miliwn y sonia amdano yn gynnydd o £20 miliwn flwyddyn ar flwyddyn?

**Prif Weinidog Cymru:** Hyd y gwn, 100 wedi ei rannu â thri yw 33.3.

**Alun Cairns:** A gytunwch na chynigiodd y gyllideb unrhyw beth ar gyfer gweithgynhyrchwyr Cymru, ar adeg pan fydd y dreth newid hinsawdd yn bwrw swyddi Cymru, fel y mae trethi eraill wedi eu bwrw, gan arwain at y diswyddiadau a welwyd yn ystod yr wythnosau diwethaf. A ymunwch â mi wrth gondemnio'r dreth newid hinsawdd neu a barhawn i weld gweithgynhyrchu yn diflannu, fel a welwyd dros y misoedd diwethaf?

**Prif Weinidog Cymru:** Mae 'diflannu' ymhell ohoni, Alun. Byddwn wedi meddwl y byddech o leiaf wedi croesawu newyddion

tremendous news this week of an extra 80 jobs—or 250 extra jobs from today—bringing the total number of employees at the Toyota engine plant up to 600. You cannot be experiencing a meltdown when that kind of investment is happening. Likewise, there is the ethnic cuisine development in Swansea, and the RF Brookes factory at Rogerstone recently announced new jobs. There is not a meltdown. I do not downplay the difficulties in the manufacturing sector. It has been a tough time and there has been an overall net loss of 8,000 jobs over the past year in manufacturing. That was more than outweighed by a gain of some 12,000 or 13,000 jobs in non-manufacturing sectors. You must go back to 1980 or 1990 for a meltdown, Alun.

**Ieuan Wyn Jones:** Gordon Brown and Tony Blair have already told us how the extra £2 billion for health and education will be spent in England. That has led to considerable confusion in Wales because an announcement has not been made here. The only one made was made by Jane Hutt yesterday telling us how the money would not be spent. A fortnight after the budget, is it not time for the administration to make clear that the £100 million will be spent on health and education, or, if it is not to be spent on that, then on what will it be spent?

**The First Minister:** I always thought you believed in devolution, and if you could not have devolution, then independence. What you are now suggesting is not so much an argument against having an Assembly, but an argument against having a block grant at all, or, indeed, a Welsh Office. Do you want to return to the pre-1964 situation, before Jim Griffiths set up a separate department for Wales? Is that what you are saying? Do you want Wales to be a part of England and therefore—[*Interruption.*]

**The Presiding Officer:** Order.

**The First Minister:** I knew that you were not in favour of independence. I did not know that you wanted us to be swallowed up by England.

bendigedig Toyota yr wythnos hon o 80 o swyddi ychwanegol—neu 250 o swyddi ychwanegol o heddiw ymlaen—gan ddod â chyfanswm nifer y cyflogeion yn ffatri beiriannau Toyota hyd at 600. Ni allwch brofi diflaniad gyda'r math hwnnw o fuddsoddiad. Yn yr un modd, gwelwyd y datblygiad arlwygo ethnig yn Abertawe, ac yn ddiweddar cyhoeddodd ffatri RF Brookes yn Rogerstone swyddi newydd. Nid oes diflaniad. Ni wnaeth yn fach o'r anawsterau yn y sector gweithgynhyrchu. Bu'n amser anodd a chafwyd colled net gyffredinol o 8,000 o swyddi dros y flwyddyn ddiwethaf ym maes gweithgynhyrchu. Gwnaethpwyd iawn am hynny, a mwy, drwy ennill tua 12,000 neu 13,000 o swyddi mewn sectorau nad ydynt yn sectorau gweithgynhyrchu. Rhaid ichi fynd yn ôl i 1980 neu 1990 am achos o ddiflaniad, Alun.

**Ieuan Wyn Jones:** Mae Gordon Brown a Tony Blair eisoes wedi dweud wrthym sut y gwerir y £2 biliwn ychwanegol ar gyfer iechyd ac addysg yn Lloegr. Arweiniodd hynny at gryn ddryswch yng Nghymru gan na wnaethpwyd cyhoeddiad yma. Yr unig un a wnaethpwyd oedd yr un a wnaeth Jane Hutt ddoe a ddywedai wrthym sut na chaiff yr arian ei wario. Bythefnos ar ôl y gyllideb, onid yw'n amser i'r weinyddiaeth ei gwneud yn glir y caiff y £100 miliwn ei wario ar iechyd ac addysg, neu, oni chaiff ei wario ar hynny, yna ar beth y caiff ei wario?

**Prif Weinidog Cymru:** Yr oeddwn bob amser o'r farn eich bod yn credu mewn datganoli, ac oni allech gael datganoli, yna annibyniaeth. Nid yw'r hyn a awgrymwch yn awr yn ddadl yn erbyn cael Cynulliad, ond mae'n ddadl yn erbyn cael grant bloc o gwbl, neu, yn wir, Swyddfa Gymreig. A ydych am ddychwelyd i'r sefyllfa a fodolai cyn 1964, cyn i Jim Griffiths sefydlu adran ar wahân ar gyfer Cymru? Ai dyna a ddywedwch? A ydych am i Gymru fod yn rhan o Loegr ac felly—[*Torri ar draws.*]

**Y Llywydd:** Trefn.

**Prif Weinidog Cymru:** Gwyddwn nad oeddech o blaid annibyniaeth. Ni wyddwn eich bod am inni gael ein llyncu gan Loegr.

**Cyflawni Amcanion 'Gwellcymru.com'  
Achieving Goals set in 'Betterwales.com'**

**Q8 Phil Williams:** Will the First Minister make a statement on efforts made by the Assembly Cabinet to ensure goals set in 'Betterwales.com' are achieved? (OAQ10409)

**The First Minister:** Ministers are working towards a common goal of a better Wales through their individual portfolio responsibilities and the contribution they make to the guiding themes of sustainability, inclusivity and equality. The sustainable development scheme has been approved, Communities First is in its final development stage, ELWa, the new National Council for Education and Training, will be launched in 10 or 11 days' time, the Children's Commissioner for Wales has been appointed and infant class sizes have been further reduced. I will mail you a list of the other achievements, Phil, as to state them all would take up too much of the Assembly's time.

**Phil Williams:** 'Betterwales.com' states that learning is at the top of the Assembly's agenda and that we aspire to be known as a learning country. Last week, in response to a question, you failed to tell us whether you were aware that the planned rate of increase in the education budget for Wales over the next three years averages 5.8 per cent per annum, whereas the education budget for England, over the same period, will rise by 8.2 per cent per annum. Therefore, a large gap is opening up that threatens to nullify the admirable aims expressed in 'Betterwales.com'.

**The First Minister:** Since the Barnett formula was set up, there has been a convergence problem. If you start from a higher base of expenditure per head, as we do, and get a flat rate increase based on your population share, then there will be convergence over time. That will manifest itself in the mathematical percentage increase that you, with your great mathematical capabilities, Phil, illustrated. It has been happening for the past 20 years. When there is a percentage increase from a lower base in

**C8 Phil Williams:** A wnaiff Prif Weinidog Cymru ddatganiad ar yr ymdrechion a wnaethpwyd gan Gabinet y Cynulliad i sicrhau bod yr amcanion a bennwyd yn 'Gwellcymru.com' yn cael eu cyflawni? (OAQ10409)

**Prif Weinidog Cymru:** Mae'r Gweinidogion yn gweithio tuag at nod gyffredin o well Cymru drwy eu cyfrifoldebau portffolio unigol a'r cyfraniad a wnânt i themâu arweiniol cynaliadwyedd, cynhwysiant a chydaddoldeb. Cymeradwywyd y cynllun datblygu cynaliadwy, mae Rhoi Cymunedau'n Gyntaf ar y cam terfynol yn ei ddatblygiad, caiff ELWa, y Cyngor Cenedlaethol newydd dros Addysg a Hyfforddiant, ei lansio ymhen 10 neu 11 diwrnod, penodwyd Comisiynydd Plant Cymru a lleihawyd maint dosbarthiadau babanod ymhellach. Anfonaf restr o'r cyflawniadau eraill atoch, Phil, gan y byddai nodi pob un ohonynt yn cymryd gormod o amser y Cynulliad.

**Phil Williams:** Noda 'Gwellcymru.com' fod dysgu ar frig agenda'r Cynulliad a'n bod yn dyheu am gael ein hadnabod fel gwlad sydd yn dysgu. Yr wythnos diwethaf, mewn ymateb i gwestiwn, ni ddywedasoeh wrthym a oeddech yn ymwybodol mai'r gyfradd o gynnydd yn y gyllideb addysg a fwriedir ar gyfer Cymru dros y tair blynedd nesaf yw 5.8 y cant y flwyddyn ar gyfartaledd, lle bydd cyllideb addysg Lloegr, dros yr un cyfnod, yn codi 8.2 y cant y flwyddyn. Felly, mae gagendor mawr yn ymddangos sydd yn bygwth dirymu'r amcanion clodwiw a nodir yn 'Gwellcymru.com'.

**Prif Weinidog Cymru:** Ers i fformwla Barnett gael ei sefydlu, cafwyd problem cydgyfeirio. Os dechreuwch ar wariant uwch y pen, fel y gwnawn ni, a chael cynnydd cyfradd unffurf yn seiliedig ar eich cyfran o'r boblogaeth, yna bydd cydgyfeiriant dros amser. Daw hynny i'r amlwg yn y cynnydd canrannol mathemategol a ddangoswyd gennych chi, Phil, drwy eich galluoedd mathemategol gwych. Mae wedi bod yn digwydd am yr 20 mlynedd diwethaf. Pan geir cynnydd canrannol o sail is yn Lloegr, ni

England, the percentage increase will not be the same in Wales because, since the Barnett formula was set up in 1978, we are starting from a higher base.

**William Graham:** You will recall the five key objectives of 'Betterwales.com': a better and stronger economy; better opportunities for learning; better health and wellbeing; better quality of life and simpler government. On which of these are you performing weakest and what will you do to remedy that?

**The First Minister:** That is one of those wonderful pre-general election questions that do not have any great meaning. We are doing well on all of those objectives. However, I am always willing to accept constructive suggestions—not fourth form debating points, William—about what we can do better and where you think that there may be a weakness.

**Y Llywydd:** Mae cwestiwn naw wedi'i drosglwyddo ar gyfer ateb ysgrifenedig.

fydd y cynnydd canrannol yr un fath yng Nghymru. Gan y sefydlwyd fformwla Barnett yn 1978, yr ydym yn dechrau o sylfaen uwch.

**William Graham:** Fe gofiwch bum amcan allweddol 'Gwellcymru.com': economi well a chryfach; gwell cyfleoedd dysgu; gwell iechyd a lles; gwell ansawdd bywyd a llywodraeth symlach. Ar ba un o'r rhain mae eich perfformiad ar ei gwannaf a beth a wnewch i unioni hynny?

**Prif Weinidog Cymru:** Mae hynny'n un o'r cwestiynau cyn-etholiad cyffredinol gwych hynny nad oes fawr o ystyr iddo. Yr ydym yn perfformio'n dda ar bob un o'r amcanion hynny. Fodd bynnag, yr wyf bob amser yn barod i dderbyn awgrymiadau adeiladol—nid pwyntiau dadlau'r pedwerydd dosbarth, William—ynghylch yr hyn y gallwn ei wneud yn well a ble y credwch fod gwendid o bosibl.

**The Presiding Officer:** Question nine has been transferred for written reply.

#### **Effaith Polisiâu'r Cynulliad ar Orllewin De Cymru Impact of Assembly Policy on South Wales West**

**Q10 Val Feld:** Will the First Minister make a statement on the impact of Assembly policy on South Wales West? (OAQ10422)

**The First Minister:** I will give some examples in which I am sure you will take an interest. The first is the setting up of the clinical school at the University of Wales, Swansea, which, I understand, will take its first students this October. It is a major acquisition for the future of the NHS in Wales and for the Swansea and south-west Wales areas. Similarly, the Technium centre is being set up in your constituency. We are seeing a breakthrough in implementing economic development in a strategic and farseeing way. I am pleased that a firm of such worldwide global standing and prestige as Agilent has decided to become one of its first tenants. The new hospital and power station will be at the heart of the energy park under construction in Baglan.

**C10 Val Feld:** A wnaiff Prif Weinidog Cymru ddatganiad ar effaith polisiâu'r Cynulliad ar Orllewin De Cymru? (OAQ10422)

**Prif Weinidog Cymru:** Rhoddaf rai enghreifftiau a fydd yn siŵr o fod o ddiddordeb ichi. Y cyntaf yw sefydlu'r ysgol glinigol ym Mhrifysgol Cymru, Abertawe, a fydd, deallaf, yn derbyn ei myfyrwyr cyntaf yr Hydref hwn. Mae'n gaffaeliad pwysig ar gyfer dyfodol yr NHS yng Nghymru ac i Abertawe ac ardaloedd de-orllewin Cymru. Yn yr un modd, sefydlir canolfan Technium yn eich etholaeth. Gwelwn dorri tir newydd wrth weithredu datblygu economaidd mewn ffordd strategol a phellgyrhaeddol. Yr wyf yn falch fod cwmni byd-eang fel Agilent, sydd â chymaint o fri, wedi penderfynu dod yn un o'i denantiaid cyntaf. Bydd yr ysbyty a'r orsaf bŵer newydd wrth wraidd y parc ynni a adeiladir ym Maglan.

2:40 p.m.

**Val Feld:** In order to sustain economic and social growth in Swansea and west Wales, will you consider arranging for the Assembly to lead the development of a strategy to locate public institutions and support the arts, culture and sporting events in the regions of Wales?

**The First Minister:** There are some proud and autonomous organisations, such as sports clubs and arts organisations, already involved in this field. You cannot simply move them about like chess pieces on a chessboard. However, we would be pleased to see the new Morfa stadium being built in Swansea. Likewise, we would be pleased to see other sporting and voluntary activities taking place, of which there are many already on the drawing board for Swansea. It is important to turn plans such as the national swimming pool and the maritime museum into a reality. If we can access adequate funding and ensure that the structure is right, we would all want that to go ahead. If the new clinical school, maritime museum, Morfa stadium and other developments in Swansea go ahead, south-west Wales, and the country as a whole, will benefit.

**Janet Davies:** I am sure you agree that scrapping the compensation clawback for ex-miners suffering from emphysema would be welcome news to claimants in South Wales West? You previously answered a similar question by saying that the present situation 'smacks of sour vinegar on fish and chips rather than salt'. Therefore, why is your New Labour Government continuing to resist Plaid Cymru's attempts to put pressure on the Government in London to scrap the clawback for emphysema?

**The First Minister:** I thought that all vinegar was sour. If vinegar is not sour, it is wine. Is that not correct? However, regarding the substantive point behind your preamble, Janet, the Assembly agrees that if it can satisfactorily demonstrate to the Department of Social Security that the amount of

**Val Feld:** Er mwyn cynnal twf economaidd a chymdeithasol yn Abertawe a gorllewin Cymru, a ystyriwch drefnu i'r Cynulliad arwain y gwaith o ddatblygu strategaeth i ddod o hyd i sefydliadau cyhoeddus a chefnogi digwyddiadau celfyddydol, diwylliannol a chwaraeon o fewn rhanbarthau Cymru?

**Prif Weinidog Cymru:** Mae rhai sefydliadau balch ac annibynnol, fel clybiau chwaraeon a sefydliadau celfyddydol, eisoes yn ymwneud â'r maes hwn. Ni allwch eu symud o gwmpas fel darnau ar fwrdd gwyddbwyll. Fodd bynnag, byddem yn falch o weld stadiwm newydd Morfa yn cael ei hadeiladu yn Abertawe. Yn yr un modd, byddem yn falch o weld gweithgareddau chwaraeon a gweithgareddau gwirfoddol eraill yn cael eu cynnal, ac mae llawer ohonynt eisoes ar y gweill ar gyfer Abertawe. Mae'n bwysig gwireddu cynlluniau fel y pwll nofio cenedlaethol a'r amgueddfa forwrol. Os gallwn gael gafael ar ddigon o arian a sicrhau bod y strwythur yn gywir, byddem oll am i hynny fynd rhagddo. Os aiff yr ysgol glinigol newydd, yr amgueddfa forwrol, stadiwm Morfa a datblygiadau newydd eraill yn Abertawe yn eu blaen, bydd de-orllewin Cymru, a'r wlad yn gyffredinol, yn elwa.

**Janet Davies:** Yr wyf yn siŵr y cytunwch y byddai cael gwared ar adfachu iawndal ar gyfer cyn-lowyr sydd yn dioddef o emffysema yn newyddion calonogol i'r rhai sydd yn gwneud cais am iawndal yng Ngorllewin De Cymru? Atebasoch gwestiwn tebyg o'r blaen drwy ddweud bod y sefyllfa bresennol yn 'drewi o finegr chwerw ar bysgod a sglodion yn hytrach na halen'. Felly, pam bod eich Llywodraeth Llafur Newydd yn parhau i wrthsefyll ymdrechion Plaid Cymru i roi'r pwysau yn ôl ar y Llywodraeth yn Llundain i ddiddymu'r adfachu ar gyfer emffysema?

**Prif Weinidog Cymru:** Yr oeddwn yn credu bod pob finegr yn chwerw. Os nad yw finegr yn chwerw, gwin ydyw. Onid yw hynny'n wir? Fodd bynnag, o ran y pwynt sylfaenol y tu ôl i'ch rhagarweiniad, Janet, cytuna'r Cynulliad os gall fodloni'r Adran Nawdd Cymdeithasol fod swm yr adfachu, pan

clawback, when successfully achieved, is so small, that it is not worth the administrative time spent on it, the clawback provisions should be dropped. It is a matter of trying to achieve a small administrative change in DSS procedures. We are all in favour of doing that. This should not be about trying to score points. It is simply a matter of uniting to persuade the DSS that the clawback would not be worth a candle.

gyflawnir hynny'n llwyddiannus, mor fach fel nad yw'n werth yr amser gweinyddol a dreulir arno, y dylid diddymu'r darpariaethau adfachu. Mae'n fater o geisio cyflawni newid gweinyddol bach yng ngweithdrefnau'r Adran Nawdd Cymdeithasol. Yr ydym oll o blaid gwneud hynny. Ni ddylai hyn ymwneud â cheisio sgorio pwyntiau. Mae'n fater o uno i ddarbwylllo'r Adran Nawdd Cymdeithasol na fyddai'r adfachu'n werth dim.

### Cynnig Trefniadol Procedural Motion

**The Presiding Officer:** In order to respect the urgent nature of the no-named day motion on the foot and mouth disease emergency and other changes to business, I have agreed to allow the Minister for Assembly Business to propose a procedural motion.

**Y Llywydd:** Er mwyn parchu natur frys y cynnig heb ddyddiad trafod ar argyfwng clwy'r traed a'r genau a newidiadau eraill i'r busnes, cytunais i ganiatáu i'r Trefnydd gynnig cynnig trefniadol.

**The Minister for Assembly Business (Andrew Davies):** I propose that

**Y Trefnydd (Andrew Davies):** Cynigiau fod

*the National Assembly,*

*y Cynulliad Cenedlaethol,*

*under Standing Order No. 6.16, brings forward the no-named day motion on foot and mouth disease tabled on the 14 March 2001;*

*o dan Reol Sefydlog Rhif 6.16, yn dwyn ymlaen y cynnig heb ddyddiad trafod ar glwy'r traed a'r genau a gyflwynwyd ar 14 Mawrth 2001;*

*moves the proposed statement on the progress of the partnership Government to after the debate on foot and mouth disease, thus altering the order of business required under Standing Order No. 6.11; and*

*yn symud y datganiad arfaethedig ar gynnydd y Llywodraeth bartneriaeth wedi'r ddadl ar glwy'r traed a genau, gan newid y drefn ar gyfer busnes sydd yn ofynnol o dan Reol Sefydlog Rhif 6.11; a*

*with the consent of Janice Gregory, holds the short debate on another date.*

*chyda chaniatâd Janice Gregory, yn cynnal y ddadl fer ar ddyddiad arall.*

*Cynnig: O blaid 42, Ymatal 0, Yn erbyn 0.  
Motion: For 42, Abstain 0, Against 0.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Barrett, Lorraine  
Bates, Mick  
Black, Peter  
Bourne, Nick  
Butler, Rosemary  
Cairns, Alun  
Dafis, Cynog  
Davies, Andrew  
Davies, David  
Davies, Glyn  
Davies, Janet

Essex, Sue  
 Evans, Delyth  
 Feld, Val  
 Graham, William  
 Griffiths, John  
 Gwyther, Christine  
 Halford, Alison  
 Hancock, Brian  
 Hutt, Jane  
 Jones, Ann  
 Jones, Carwyn  
 Jones, Elin  
 Jones, Gareth  
 Jones, Ieuan Wyn  
 Law, Peter  
 Lloyd, David  
 Melding, David  
 Middlehurst, Tom  
 Morgan, Jonathan  
 Morgan, Rhodri  
 Pugh, Alun  
 Randerson, Jenny  
 Richards, Rod  
 Ryder, Janet  
 Sinclair, Karen  
 Thomas, Gwenda  
 Thomas, Owen John  
 Thomas, Rhodri Glyn  
 Wigley, Dafydd  
 Williams, Kirsty  
 Williams, Phil

*Derbyniwyd y cynnig.  
 Motion adopted.*

### **Argyfwng Clwy'r Traed a'r Genau The Foot and Mouth Disease Emergency**

**Y Llywydd:** Yr wyf wedi dethol gwelliannau 1, 2, 3, 4 a 5 yn enw Jocelyn Davies. Atgoffaf Aelodau mai awr sydd wedi'i phennu ar gyfer y ddadl hon. Felly, yr wyf yn caniatáu 10 munud i'r Gweinidog, pum munud yr un i'r Aelodau sydd yn cynnig gwelliannau a thair munud i siaradwyr eraill.

**The Minister for Rural Affairs (Carwyn Jones):** I propose that

*the National Assembly, debate at the earliest opportunity, the foot and mouth emergency and its effect on the farming industry, and the wider economy of Wales.*

Before I begin, I inform the National Assembly that another case of foot and mouth disease has been confirmed in Brynsiencyn on Anglesey. No further details are available, because I have only just

**The Presiding Officer:** I have selected amendments 1, 2, 3, 4 and 5 in the name of Jocelyn Davies. I remind Members that an hour has been allocated for this debate. Therefore, I will allow the Minister 10 minutes, five minutes each for Members proposing amendments and three minutes for other speakers.

**Y Gweinidog dros Faterion Gwledig (Carwyn Jones):** Cynigiau fod

*y Cynulliad Cenedlaethol yn trafod, ar y cyfle cyntaf a gaiiff, argyfwng clwy'r traed a'r genau a'i effaith ar y diwydiant ffermio ac economi ehangach Cymru.*

Cyn imi ddechrau, hysbysaf y Cynulliad Cenedlaethol y cadarnhawyd achos arall o glwy'r traed a'r genau ym Mrynsiencyn ar Ynys Môn. Nid oes unrhyw fanylion pellach ar gael, gan mai dim ond newydd dderbyn yr

received that information. However, that takes the number of confirmed cases in Wales to 25.

It must be emphasised that this outbreak of foot and mouth disease is a fundamental threat to the rural economy of Wales. It is more serious than the outbreak of 1967, because it is more widely spread, more animals have been slaughtered in a shorter space of time, and because, particularly in Wales, the disease has been found in sheep. When it gets into the sheep flock it is much more difficult to eradicate. Moving sheep over long distances has been the key vector in transporting the disease across the UK. The other difficulty that we face is that it is extremely difficult to spot the symptoms of foot and mouth disease in sheep—it is difficult for veterinarians, and even more difficult for farmers. Signs are often transitory. Sheep can be infected and can transmit the virus without showing signs.

Those are the problems that we face. What, therefore, has been done so far? The restriction on livestock movements was introduced immediately. Soon after that, the National Assembly made an Order giving local authorities the power to close footpaths and other areas of land—legislation that originated and was drafted in Wales. I acknowledge the enormous amount of work that has been done by the staff of the State Veterinary Service and the Assembly's Agriculture Department. At present, approximately 185 staff are working full-time on the foot and mouth disease crisis across Wales, particularly in the Assembly's divisional offices.

Continuing with the slaughter is a major logistical task. Members should understand that when the disease is identified, infected animals are slaughtered immediately, or the aim is for them to be slaughtered within 24 hours of confirmation of the disease. In all but a handful of cases, that has been done.

**Rod Richards** *rose*—

**Carwyn Jones:** I will not take an intervention at this stage. Members will have an opportunity to contribute during the course of the debate.

wybodaeth honno yr wyf. Fodd bynnag, daw hynny â nifer yr achosion a gadarnhawyd yng Nghymru i 25.

Rhaid pwysleisio bod yr argyfwng hwn o glwy'r traed a'r genau yn fygythiad gwirioneddol i economi wledig Cymru. Mae'n fwy difrifol nag argyfwng 1967, gan ei fod yn wedi lledaenu'n ehangach, lladdwyd mwy o anifeiliaid mewn cyfnod llai o amser, ac, yn arbennig yng Nghymru, oherwydd fod y clwyf wedi'i ganfod mewn defaid. Pan effeithia ar braidd o ddefaid mae'n llawer anoddach cael gwared arno. Symud defaid dros bellteroedd mawr fu'r prif gyfrwng i gludo'r clwyf ar draws y DU. Yr anhawster arall a wynebwn yw ei bod yn anodd iawn adnabod symptomau clwy'r traed a'r genau mewn defaid—mae'n anodd i filfeddygon, ac yn anos byth i ffermwyr. Mae'r arwyddion yn aml yn rhai dros dro. Gall defaid gael eu heintio a throsglwyddo'r feirws heb ddangos unrhyw arwyddion.

Dyna'r problemau a wynebwn. Felly, beth a wnaethpwyd hyd yma? Cyflwynwyd y cyfyngiad ar symud anifeiliaid ar unwaith. Yn fuan wedi hynny, gwnaeth y Cynulliad Cenedlaethol Orchymyn yn rhoi pwerau i awdurdodau lleol gau llwybrau troed a thiroedd eraill—deddfwriaeth a ddeilliodd o Gymru ac a ddrafftwyd yng Nghymru. Cydnabyddaf y gwaith aruthrol a wnaethpwyd gan staff y Gwasanaeth Milfeddygol Gwladol ac Adran Amaethyddiaeth y Cynulliad. Ar hyn o bryd, mae tua 185 o staff yn gweithio'n llawn amser ar argyfwng clwy'r traed a'r genau ledled Cymru, yn arbennig yn swyddfeydd rhanbarthol y Cynulliad.

Mae parhau gyda'r lladd yn dasg logistaidd enfawr. Dylai'r Aelodau ddeall pan ganfyddir y clwyf, y caiff anifeiliaid sydd wedi'u heintio eu lladd ar unwaith, neu'r nod yw eu lladd o fewn 24 awr o gadarnhau'r clwyf. Gwnaethpwyd hynny ym mhob achos bron.

**Rod Richards** *a gododd*—

**Carwyn Jones:** Ni chymeraf ymyriad yn awr. Caiff yr Aelodau gyfle i gyfrannu yn ystod y ddadl.



Before slaughter can take place, animals must be valued. They must then be slaughtered and disposed of. At present, we are working hard to ensure that the time it takes to dispose of carcasses is kept to a minimum. There have been occasions when people have had to wait a few days before carcasses are removed or disposed of. There are three rendering plants in operation in the UK and two more will come on-stream. The number of leak-proof lorries being used to transport carcasses is increasing. Rendering plants will be used to dispose of carcasses, except where it is impossible or impractical to take the carcasses to the rendering plant, in which case, the carcasses must be burned.

As regards Welshpool market, as I have said many times, tracing the animals that went through that market on 19 February is not a reflection on the mart itself. Nevertheless, there are clear links between the animals that went through the mart on that day and animals that have subsequently contracted the virus. It is wrong to say that the proposed cull is a cull of healthy animals. We are talking about a cull of dangerous contacts—animals that pose a major risk of spreading the disease. The farming unions have accepted the rationale for the cull, and I welcome their support. The decision to proceed with the cull is a scientific decision alone. There is no question of political interference. It is entirely a matter for the vets. People are telling farmers in some parts of Wales that this is a political decision, and that the Ministry of Agriculture, Fisheries and Food's vets are not to be trusted. I say to those people that, if they are conveying that message to farmers, the disease, not farming, will be the victor. MAFF vets are the most experienced people in the land in terms of dealing with such a disease. I understand people's feelings about the cull. I understand how difficult it is for farmers in this situation. The veterinarians have considered other ways of trying to deal with the situation. However, time is not on our side. If we do not proceed with the cull, there is a real danger that the disease will spread to the hills. If it does so, the battle is lost.

Cyn y gellir eu lladd, rhaid i'r anifeiliaid gael eu prasio. Yna rhaid eu lladd a'u gwaredu. Ar hyn o bryd, yr ydym yn gweithio'n galed i sicrhau y cedwir yr amser a gymer i waredu'r carcasau i isafswm. Bu adegau lle yr oedd yn rhaid i bobl aros am ychydig ddyddiau cyn i garcasau gael eu symud neu eu gwaredu. Mae tri gwaith rendro yn gweithredu yn y DU a bydd dau arall yn cael eu defnyddio. Mae nifer y lorïau wedi eu selio a ddefnyddir i gludo carcasau yn cynyddu. Defnyddir gweithfeydd rendro i waredu'r carcasau, ac eithrio pan fydd yn amhosibl neu'n anymarferol cludo'r carcasau i'r gwaith rendro. Mewn achosion o'r fath, rhaid llosgi'r carcasau.

O ran marchnad y Trallwng, fel y dywedais droeon, nid yw olrhain yr anifeiliaid a aeth drwy'r farchnad honno ar 19 Chwefror yn adlewyrchiad ar y farchnad ei hun. Serch hynny, mae cysylltiadau pendant rhwng yr anifeiliaid a aeth drwy'r farchnad ar y diwrnod hwnnw a'r anifeiliaid sydd wedi dal y feirws ers hynny. Mae'n anghywir dweud bod y difa arfaethedig yn golygu difa anifeiliaid iach. Yr ydym yn sôn am ddifa cysylltiadau peryglus—anifeiliaid sydd yn cyflwyno risg enfawr o ledaenu'r clwyf. Mae undebau'r ffermwyr wedi derbyn y rhesymeg dros ddifa, a chroesawaf eu cefnogaeth. Penderfyniad cwbl wyddonol yw'r penderfyniad i fynd ymlaen â'r difa. Nid oes unrhyw gwestiwn o ymyrraeth wleidyddol. Mater i'r milfeddygon yw hyn yn gyfan gwbl. Dywed pobl wrth ffermwyr mewn rhai rhannau o Gymru mai penderfyniad gwleidyddol ydyw, ac na ddylid ymddiried ym milfeddygon y Weinyddiaeth Amaethyddiaeth, Pysgodfeydd a Bwyd. Dywedaf wrth y bobl hynny, os ydynt yn cyfleu'r neges honno i ffermwyr, mai'r clwyf, ac nid ffermio, fydd yn ennill y dydd. Milfeddygon y Weinyddiaeth yw'r bobl fwyaf profiadol yn y wlad o ran ymdrin â chlwyf o'r fath. Deallaf deimladau pobl ynglŷn â'r difa. Deallaf pa mor anodd ydyw i ffermwyr yn y sefyllfa hon. Mae'r milfeddygon wedi ystyried ffyrdd eraill o geisio ymdrin â'r sefyllfa. Fodd bynnag, nid yw amser o'n plaid. Os nad awn ymlaen â'r difa, mae perygl gwirioneddol y bydd y clwyf yn lledaenu i'r mynyddoedd. Os digwydd

hynny, bydd y frwydr wedi ei cholli.

2:50 p.m.

The future of the industry is at stake. We are more dependant than any other part of the United Kingdom on exports. About 40 per cent of our produce is exported, and the export market is particularly important for lamb. We had good markets in France, Greece and Spain, which we hope to regain. Our objective must be to regain the ability to export as quickly as possible. However, that can only be done if the country is free of the disease. If we were to adopt a vaccination policy, it would automatically prevent us from exporting to other countries in the European Union. It is those countries that represent our best markets, and were responsible for the rise in the price of lamb before this crisis began.

We must not forget that foot and mouth disease is unpleasant for animals. It leads to distress and causes animals to stop producing milk. It causes the death of lambs, and can cause the death of calves. It is not a picnic for them and we must address animal welfare issues. In order to regain the export market, and for animals to remain free of this disease, it is important that we follow an eradication policy. I understand the situation faced by farmers, and I recognise the distress and emotion involved. The CALL service now covers the whole of rural Wales, and is being promoted to farming families. We will only win the battle—and it can still be won—by ensuring co-operation between farmers, other people who live in the countryside and vets. The importance of not moving animals without licences must be stressed. The illegal movement of animals is the easiest way of spreading the disease. This is not a witch-hunt and no-one is pointing the finger at anybody. However, people are aware of such movements in different parts of Wales, and we were only told when it was too late to do anything about it. Please ensure that that does not happen. I also urge people to give the vets their full support because it is they who have the ability to ensure that the day when the disease is eradicated from Wales comes closer and closer.

Mae dyfodol y diwydiant yn y fantol. Yr ydym yn fwy dibynnol ar allforion nag unrhyw ran arall o'r Deyrnas Unedig. Allforir tua 40 y cant o'n cynnyrch, ac mae'r farchnad allforio yn arbennig o bwysig ar gyfer cig oen. Yr oedd gennym farchnadoedd da yn Ffrainc, Groeg a Sbaen, a gobeithiwn eu hadennill. Adennill y gallu i allforio cyn gynted â phosibl yw ein prif nod. Fodd bynnag, dim ond os bydd y wlad yn rhydd o'r clwyf y gellir gwneud hynny. Os mabwysiadwn bolisi brechu, byddai hynny'n awtomatig yn ein hatal rhag allforio i wledydd eraill yn yr Undeb Ewropeaidd. Mae ein marchnadoedd gorau yn y gwledydd hynny, a hwy oedd yn gyfrifol am godi pris cig oen cyn i'r argyfwng hwn ddechrau.

Ni ddylem anghofio bod clwy'r traed a'r genau yn annymunol i anifeiliaid. Mae'n arwain at drallod ac yn peri i anifeiliaid roi'r gorau i gynhyrchu llaeth. Mae'n achosi marwolaeth wŷn, a gall achosi marwolaeth lloi. Nid yw'n ddymunol iddynt a rhaid inni ymdrin â materion lles anifeiliaid. Er mwyn adennill y farchnad allforio, ac er mwyn i anifeiliaid beidio â dal y clwyf hwn, mae'n bwysig ein bod yn dilyn polisi diddymu. Deallaf y sefyllfa y mae'r ffermwyr yn ei hwynebu, a chydnabyddaf y trallod a'r emosiwn sydd yn gysylltiedig â hi. Mae'r gwasanaeth CALL bellach yn cwmpasu pob rhan o Gymru wledig, a chaiff ei hyrwyddo i deuluoedd sydd yn ffermio. Dim ond drwy sicrhau cydweithrediad rhwng ffermwyr, trigolion eraill cefn gwlad a milfeddygon y gallwn ennill y frwydr a gellir ei hennill o hyd. Rhaid pwysleisio pwysigrwydd peidio â symud anifeiliaid heb drwyddedau. Symud anifeiliaid yn anghyfreithlon yw'r ffordd hawsaf o ledaenu'r clwyf. Nid ydym am erlid unrhyw un ac nid oes neb yn pwyntio'r bys. Fodd bynnag, mae pobl yn ymwybodol o symudiadau o'r fath mewn gwahanol rannau o Gymru, a dim ond pan oedd yn rhy hwyr inni wneud unrhyw beth ynglŷn â'r peth y clywsom amdano. A wnewch chi sicrhau na fydd hynny'n digwydd. Anogaf bobl hefyd i roi cefnogaeth lawn i'w milfeddygon gan mai hwy sydd â'r gallu i sicrhau bod y diwrnod pan gaiff y clwyf ei ddileu o Gymru yn

nesáu.

As far as the rural economy is concerned, you will know that Mike German is attending a meeting of the rural taskforce in London today, to press the case for Wales. As regards tourism, the Wales Tourist Board has launched a communications campaign to correct misinformation on the position in Wales. Its website has an updated list of attractions that are open in Wales and, when the time is right, it will launch a major advertising campaign to promote Wales. The Deputy First Minister has written to banks about ways that they can help businesses, and will meet with them tomorrow, along with insurance companies and mortgage lenders, to discuss the issue. A number of other measures are under consideration, at a UK and Welsh level, to help farmers and rural businesses. We must recognise that the situation is very bad, and extraordinary measures are needed for it to be rectified.

I announced last week, ahead of England, that I would review the issue of access to the countryside. A review took place last Friday, and guidance, based solely on veterinary advice, was published at 11 a.m. today and was sent to local authorities. The top priority remains to control the disease, and the message to local authorities is that footpaths within infected areas should remain closed. However, elsewhere, local authorities can use their discretion, based on the National Assembly's detailed guidance. Local authorities will also have access to veterinary advice so that any questions they may have are answered by vets.

In conclusion, foot and mouth disease has emphasised the importance of farming to the economy of Wales. However, we must not lose sight of the fact that, despite the difficulties faced by farming and the current situation caused by foot and mouth disease, we must continue to work in the knowledge that there is a future for Welsh farming. If we lose sight of that and give up, farming will be doomed. I do not believe that. When the foot and mouth situation improves, there will be a hard job ahead, but we must all be up to it.

O ran yr economi wledig, gwyddoch fod Mike German yn mynychu cyfarfod o'r tasglu gwledig yn Llundain heddiw, i bledio achos Cymru. O ran twristiaeth, mae Bwrdd Croeso Cymru wedi lansio ymgyrch gyfathrebu i unioni anwybodaeth ar y sefyllfa yng Nghymru. Ar ei wefan ceir rhestr wedi'i diweddaru o atyniadau sydd ar agor yng Nghymru a, phan ddaw'r amser, bydd yn lansio ymgyrch hysbysebu fawr i hyrwyddo Cymru. Mae'r Dirprwy Brif Weinidog wedi ysgrifennu at fanciau ynghylch y ffyrdd y gallant helpu busnesau, a bydd yn cyfarfod â hwy yfory, ynghyd â chwmnïau yswiriant a benthycwyr morgeisi, i drafod y mater. Mae nifer o fesurau eraill o dan ystyriaeth, ar lefel y DU a lefel Cymru, i helpu ffermwyr a busnesau gwledig. Rhaid inni gydnabod bod y sefyllfa'n ddrwg iawn, a bod angen camau eithriadol er mwyn ei hunioni.

Cyhoeddais yr wythnos diwethaf, yn gynt nag a wnaethpwyd yn Lloegr, y byddwn yn adolygu mynediad i gefn gwlad. Cynhaliwyd adolygiad ddydd Gwener diwethaf, a chyhoeddwyd arweiniad, yn seiliedig ar gyngor milfeddygol yn unig, am 11 a.m. heddiw ac fe'i hanfonwyd at awdurdodau lleol. Y brif flaenoriaeth o hyd yw rheoli'r clwyf, a'r neges i awdurdodau lleol yw y dylai llwybrau troed o fewn ardaloedd wedi'u heintio aros ar gau. Fodd bynnag, mewn mannau eraill, gall awdurdodau lleol ddefnyddio eu disgrisiwn, yn seiliedig ar arweiniad manwl y Cynulliad Cenedlaethol. Gall awdurdodau lleol hefyd gael cyngor milfeddygol fel y gall milfeddygon ateb unrhyw gwestiynau a fydd ganddynt.

I gloi, mae clwy'r traed a'r genau wedi pwysleisio pa mor bwysig yw ffermio i economi Cymru. Fodd bynnag, rhaid inni beidio â cholli golwg o'r ffaith, er gwaethaf yr anawsterau a wyneba'r byd ffermio a'r sefyllfa gyfredol a achoswyd gan glwy'r traed a'r genau, fod yn rhaid inni barhau i weithio gan wybod bod dyfodol i ffermio yng Nghymru. Os collwn olwg ar hynny ac ildio, dyna fydd tranc ffermio. Ni chredaf hynny. Pan fydd sefyllfa clwy'r traed a'r genau yn gwella, bydd gwaith caled o'n blaenau, ond rhaid inni oll godi i'r her.

**Elin Jones:** Cynigiaf welliannau 1, 2, 3, 4 a 5 yn enw Jocelyn Davies.

**Elin Jones:** I propose amendments 1, 2, 3, 4 and 5 in the name of Jocelyn Davies.

Cynigiaf welliant 1. Dileer popeth ar ôl ‘y Cynulliad Cenedlaethol’ a rhoi’r canlynol yn ei le

I propose amendment 1. Delete all after ‘National Assembly’ and replace with

*yn cydnabod yr argyfwng aruthrol sydd yn wynebu amaethyddiaeth a’r economi wledig ehangach yng ngoleuni clwy’r traed a’r genau.*

*recognises the enormous crisis facing agriculture and the wider rural economy in light of the foot and mouth outbreak.*

Cynigiaf welliant 2. Ychwaneger ar ddiwedd y cynnig

I propose amendment 2. Insert at the end of the motion

*Mae’n galw ar y Gweinidog dros Faterion Gwledig i:*

*calls on the Minister for Rural Affairs to:*

*fynd ati yn ddiymdroi i gomisiynu cynllun gweithredu ar gyfer Cymru gyfan ar y cyd â’r Bartneriaeth Wledig, a fydd yn amlinellu mesurau i leddfu’r argyfwng presennol sydd yn wynebu’r sectorau amaethyddol, hamdden a thwristiaeth o ran incwm, ac a fydd wedi hynny yn hybu adferiad llawn. Dylai Trysorlys y DU ariannu’r cynllun gweithredu cenedlaethol yn llawn, a hynny uwchlaw’r bloc Barnett blynyddol.*

*Immediately commission an all-Wales action plan in conjunction with the Rural Partnership which will outline measures to alleviate the current income crisis facing the agricultural, leisure and tourism sectors in Wales and thereafter promote full recovery. The national action plan should be fully funded by the UK Treasury, over and above the annual Barnett block.*

Cynigiaf welliant 3. Ychwaneger ar ddiwedd y cynnig

I propose amendment 3. Insert at the end of the motion

*Mae’n galw ar y Gweinidog dros Faterion Gwledig i:*

*calls on the Minister for Rural Affairs to:*

*gydnabod y llanastr llwyr a wnaethpwyd wrth sefydlu tasglu Michael Meacher ar glwy’r traed a’r genau.*

*recognise the shambolic handling of the setting up of Michael Meacher’s foot and mouth taskforce.*

Cynigiaf welliant 4. Ychwaneger ar ddiwedd y cynnig

I propose amendment 4. Insert at the end of the motion

*Mae’n galw ar y Gweinidog dros Faterion Gwledig i:*

*calls on the Minister for Rural Affairs to:*

*sicrhau bod pob penderfyniad sydd yn ymwneud â difa da byw yn seiliedig ar gyngor gwyddonol yn unig ac y’u trafodir hwy’n llawn ymlaen llaw gyda’r ffermwyr yr effeithir arnynt gan benderfyniadau o’r fath.*

*ensure that all decisions relating to livestock culls are based on scientific advice alone and are fully discussed with farmers in advance who are affected by such decisions.*

Cynigiaf welliant 5. Ychwaneger ar ddiwedd y cynnig

I propose amendment 5. Insert at the end of the motion

<i>Mae'n galw ar y Gweinidog dros Faterion Gwledig i:</i>	<i>calls on the Minister for Rural Affairs to:</i>
<i>hyrwyddo polisi amaethyddol ar gyfer y tymor hwy a fyddai'n cynnwys yr elfennau canlynol:</i>	<i>promote a longer term agricultural policy, which would include the following elements:</i>
<i>ailadeiladu rhwydwaith o ladd-dai bach a chanolig eu maint</i>	<i>rebuilding a network of small and medium sized abattoirs</i>
<i>hyrwyddo cadwyni cyflenwi bwyd lleol</i>	<i>promoting local food supply chains</i>
<i>strategaeth i gynorthwyo ac i ddatblygu'r diwydiant prosesu bwyd</i>	<i>a strategy to assist and develop the food processing industry</i>
<i>hyrwyddo cydraddoldeb rhwng yr adwerthwr, yr archfarnchad, y proseswr a'r ffermwr.</i>	<i>the promotion of equity between retailer, supermarket, processor and farmer.</i>

Croesawaf y ddadl hon ar glwy'r traed a'r genau. Mantais dadl lawn dros ddatganiad gan y Gweinidog yw fod gan y gwrthbleidiau hawl i gyflwyno gwelliannau ac y cynhelir pleidlais ar ddiwedd y ddadl. Synnaf, felly, i'r Torïaid, a oedd mor frwd dros gynnal dadl yr wythnos diwethaf, benderfynu peidio â chyflwyno gwelliannau a fyddai'n sicrhau pleidlais ar eu safbwyntiau hwy. Mae hynny'n awgrymu eu bod yn ymgymryd â gwleidyddiaeth ystumiau yr wythnos diwethaf, a bod datganiad i'r wasg yn bwysicach na sylwedd a phroses y ddadl ar glwy'r traed a'r genau.

Wrth gynnal y ddadl hon heddiw, mae'n bwysig ein bod yn anfon neges, fel Cynulliad unedig, i'n cymunedau ein bod yn cydnabod yr argyfwng aruthrol sydd yn wynebu amaethyddiaeth yng Nghymru a'r economi wledig ehangach yn sgîl clwy'r traed a'r genau. Bydd cefnogaeth unfrydol y Cynulliad i welliant 1 yn profi ein cydnabyddiaeth.

Yr ydym oll yn ymwybodol o effeithiau brawychus y clwyf hwn a'i effaith ddinistriol ar ffermydd heintiedig sydd yn wynebu difa anifeiliaid, ac ar ffermwyr sydd yn cael eu gorfodi i wyna a lloia oddi cartref neu a fydd yn wynebu prisiau is am eu cynnyrch. Gwyddom hefyd am effaith y clwyf ar y diwydiant twristiaeth a hamdden, yn y sectorau preifat a gwirfoddol, sydd yn wynebu colledion sylweddol na all eu cynnal hyd yn oed yn y tymor byr. Er fod yr

I welcome this debate on foot and mouth disease. The advantage of a full debate over a ministerial statement is that opposition parties have the right to table amendments and that a vote is held at the end of the debate. I am surprised, therefore, that the Tories, who were so eager to hold a debate last week, have decided not to table amendments that would ensure a vote on their viewpoints. That suggests that they were indulging in gesture politics last week and that press statements are more important than the substance and process of the foot and mouth disease debate.

In holding this debate this afternoon, it is important that we, as a united Assembly, send out a message to our communities that we recognise the dreadful crisis facing agriculture and the wider rural economy of Wales in light of the foot and mouth outbreak. The Assembly's unanimous support to amendment 1 will demonstrate that recognition

We are all aware of the full effects of this disease and its destructive effect on infected farms facing the culling of animals, and on farmers who are forced to lamb and calve away from home or who will receive lower prices for their produce. We also know of the disease's effect on the leisure and tourism industry, in the private and voluntary sectors, which faces huge losses that it cannot sustain even in the short term. Although the disease affects all aspects of the rural economy, the

effeithiau yn treiddio i bob cwr o'r economi wledig, yr angen mwyaf yn awr yw i ddod â'r clwyf o dan reolaeth. I sicrhau hynny, rhaid i ni, fel gwleidyddion, ffermwyr a phobl fusnes ddilyn y cyngor gwyddonol. Dim ond ar sail wyddonol y dylid penderfynu difa anifeiliaid iach, a dim ond ar sail wyddonol y dylid gwrthwynebu hynny. Mae ymdrechion rhai ffermwyr, o dan arweiniad David Handley, i wrthwynebu difa mewn rhai ardaloedd, yn wrthgynhyrchiol.

Ni all nifer o ffermwyr, nac ambell wleidydd sgeptig fel fi, ddeall pam ei bod yn wyddonol angenrheidiol yn awr i ddifa anifeiliaid nad ydynt wedi'u heintio er mwyn atal lledaenu'r clwyf, gan nad oedd yn wyddonol angenrheidiol gwneud hynny bythefnos neu dair wythnos yn ôl. Mae'n holl bwysig, felly, y gwneir pob ymdrech i sicrhau bod ffermwyr sydd yn wynebu gorfod difa stoc iach yn cael eglurhad llawn pam y mae'r difa yn angenrheidiol. Siaredais y bore yma â ffermwr yng Ngheredigion sydd yn wynebu difa 350 o ddefaid oherwydd iddo dreulio hanner awr ym marchnad y Trallwng ar 19 Chwefror. Mae'r ffermwr hwn yn ddyn call a chyfrifol, ond nid oedd yn argyhoeddiedig fod angen difa ei stoc. Rhaid i'r milfeddygon sydd yn cynrychioli'r Cynulliad egluro'r holl resymau dros y difa i ffermwyr fel eu bod yn deall y sefyllfa. Byddai hynny'n sicrhau na fyddai eithafiaeth rhywun fel David Handley yn elwa ar ansicrwydd a diffyg gwybodaeth rhai ffermwyr. Dyna yw pwrpas gwelliant 4.

Gallem fod wedi llunio 20 neu 30 o welliannau manwl i'r cynnig ar gyfer y ddadl hon, ond penderfynasom eu cyfyngu i egwyddorion mwy cyffredinol i ddenu cefnogaeth drawsbleidiol. Efallai fy mod yn mentro braidd wrth ddisgwyl y fath gefnogaeth i welliant 3.

Yr oedd ymdrechion yr wythnos diwethaf i sefydlu tasglu Michael Meacher, ac i benderfynu a ddylai Cymru fod yn rhan o'r tasglu hwnnw neu sefydlu tasglu ei hun, yn gawl potsh. Yr oedd barn Llywodraeth San Steffan a'r Cynulliad ar y mater yn newid bron bob dydd. Efallai y bydd yn anodd i'r Llywodraeth glymblaid gefnogi gwelliant 3, ond yr wyf yn hyderus y bydd, yn breifat, yn cydnabod cawdel yr wythnos diwethaf wrth

greatest need now is to bring it under control. To ensure this, we, as politicians, farmers and business people must follow scientific advice. The decision to cull healthy animals should only be made on a scientific basis and it should only be opposed on a scientific basis. The attempts of some farmers, led by David Handley, to oppose culling in some areas, is counterproductive.

Many farmers, and some sceptical politicians such as myself, cannot understand why it is now scientifically necessary to cull uninfected animals to stop the spread of the disease when it was not scientifically necessary to do so a fortnight or three weeks ago. It is vital, therefore, that every attempt is made to ensure that farmers who face having to destroy healthy stock receive a full explanation as to why the cull is necessary. I spoke this morning with a farmer in Ceredigion who faces the culling of 350 sheep because he spent half an hour in Welshpool mart on 19 February. He is a sensible and responsible farmer, but he was not convinced that his stock needed to be culled. The vets representing the Assembly must explain all the reasons for this cull to farmers so that they understand the situation. That would ensure that the extremism of people like David Handley could not feed off some farmers' uncertainty and lack of information. That is the purpose of amendment 4.

We could have drawn up 20 or 30 amendments to the motion for this debate, but we decided to limit them to more general principles to attract cross-party support. I may be pushing my luck in expecting such support for amendment 3.

Last week's attempts to set up Michael Meacher's taskforce, and to decide whether Wales should be a part of it or set up its own taskforce, was a complete shambles. The opinion of the Westminster Government and the Assembly on the matter changed almost daily. It may be difficult for this coalition Government to support amendment 3, but I am confident that, privately, it will acknowledge last week's shambles in setting

sefydlu'r gwahanol dasgluoedd.

up the various taskforces.

3:00 p.m.

Mae gwelliant 2 yn amlinellu safbwynt Plaid Cymru ynghylch creu cynllun gweithredu a'i gostio'n llawn. Byddai cynllun gweithredu o'r fath yn cynnwys mesurau a fyddai yn gyntaf yn mynd i'r afael â digolledu busnesau amaethyddol, twristiaeth a hamdden sydd yn dioddef yn sgîl y clwyf, oherwydd colledion incwm sylweddol a cholli swyddi. Yn ail, byddai'n cynnwys mesurau i adfer yr economi wledig unwaith y byddai gafael y clwyf wedi llacio.

Amendment 2 outlines Plaid Cymru's standpoint regarding setting up and fully costing an action plan. Such an action plan would include measures that would initially get to grips with compensating agricultural, tourism and leisure businesses that are suffering as a result of the disease, through substantial loss of income and job losses. Secondly, it would include measures to restore the rural economy once the disease's grip is loosened.

**Y Llywydd:** Trefn. Mae eich pum munud ar ben.

**The Presiding Officer:** Order. Your five minutes are up.

**Mick Bates:** I declare an interest as a farmer. I acknowledge the work of all parties during the crisis so far, and I pay tribute to the Minister, who has done an admirable job in the face of a big crisis in Wales. I also mention the work of the farming unions in trying to alleviate the pressure placed on people due to the lack of information in some cases, and often because the nature of the disease is not understood. Our rural communities have been profoundly demoralised by this crisis, which has eaten into the heart of the economic and social life of our rural businesses. It is important that we pull together because we need to set an example to the families at the heart of this crisis. However, that does not mean that we should not ask questions about the source of information or lack of information.

**Mick Bates:** Datganaf fuddiant fel ffermwr. Cydnabyddaf waith pob plaid yn ystod yr argyfwng hyd yma, a thalaf deyrnged i'r Gweinidog, sydd wedi gwneud gwaith clodwiw yn wyneb argyfwng mawr yng Nghymru. Soniaf hefyd am waith undebau'r amaethwyr wrth geisio lleddfu'r pwysau a roddir ar bobl o ganlyniad i ddiffyg gwybodaeth mewn rhai achosion, ac yn aml oherwydd na ddeallir natur y clwyf. Mae ein cymunedau gwledig wedi eu digalonni'n llwyr gan yr argyfwng hwn, sydd yn ergyd i galon bywyd economaidd a chymdeithasol ein busnesau gwledig. Mae'n bwysig ein bod yn tynnu ynghyd gan fod angen inni osod esiampl i'r teuluoedd sydd ynghanol yr argyfwng hwn. Fodd bynnag, ni olyga hynny na ddylem ofyn cwestiynau ynghylch ffynhonnell gwybodaeth neu ddiffyg gwybodaeth.

The Liberal Democrats welcome last week's statements, and made a commitment to the establishment of a taskforce. I do not appreciate the use of the word 'shambolic' in amendment 3. We must ensure that we ask constructive questions and give our support to the taskforce. I look forward to its deliberations and hope that it will announce business rate holidays, VAT holidays and that the meetings with the Minister for Economic Development will lead to a more sympathetic approach from banks. The taskforce needs to go further in its deliberations because some areas of Wales are suffering a double-whammy, due to the

Mae'r Democratiaid Rhyddfrydol yn croesawu'r datganiadau a wnaethpwyd yr wythnos diwethaf, a gwnaethpwyd ymrwymiad i sefydlu tasglu. Ni werthfawrogaf y defnydd o'r geiriau 'llanastr llwyr' yng ngwelliant 3. Rhaid inni sicrhau ein bod yn gofyn cwestiynau adeiladol ac yn rhoi ein cefnogaeth i'r tasglu. Edrychaf ymlaen i'w drafodaethau a gobeithiaf y bydd yn cyhoeddi gwyliau ardollau busnes, gwyliau TAW, ac y bydd y cyfarfodydd gyda'r Gweinidog dros Ddatblygu Economaidd yn arwain at ymagwedd fwy cydymdeimladol gan fanciau. Mae angen i'r tasglu fynd ymhellach yn ei drafodaethau gan

foot and mouth disease crisis accompanied by high unemployment, without the European structural funds that Objective 1 areas will receive. That is the case in the east of Wales, especially in my constituency, Montgomeryshire, where there is competition from the English counties for regional selective assistance.

Given that background, I welcome the fact that the Minister has, at long last, sent a letter to producers. I assume, therefore, that the internet is no longer good enough. In the Minister's closing remarks, I would like to hear why he has changed his mind about the possibility that postmen could spread the disease. In the letter, the Minister points out that some signs of the disease are easy to miss. We have discussed an incubation period of 40 days, and 21 days. Can you confirm that this remains the case as regards sheep, or do you have evidence that the incubation period is suspected to be longer than 21 days?

Your letter, as does your statement, refers to Welshpool market. Have you, therefore, written to all the producers outside Powys who attended Welshpool market on that day? How many sheep will be culled and do you have the resources to deal with them? As has been graphically illustrated in Cumbria, it is difficult to deal with a problem that you do not understand. The status of farms after a cull of sheep is also a cause for concern, which I hope you will address in your final remarks.

With regard to the disposal of carcasses, why are some of our local skills being overlooked? There are examples in my local community of auctioneers not being used to value stock and local contractors not being used to clean up the farms and dispose of feedstuff and so on. Will you state that we have a policy of putting at least some money back into the local community?

I have also received many complaints from farmers about the problems of tack and of the stock that they are now trying to fatten on the farm. A massive welfare problem is building up with the pigs, lambs and cattle that farmers cannot sell. When will you announce

fod rhai ardaloedd o Gymru yn dioddef dwy ergyd, o ganlyniad i argyfwng clwy'r traed a'r genau ynghyd â diweithdra uchel, heb yr arian o'r cronfeydd strwythurol Ewropeaidd y bydd ardaloedd Amcan 1 yn ei dderbyn. Dyna'r sefyllfa yn nwyrain Cymru, yn arbennig yn fy etholaeth i, Sir Drefaldwyn, lle ceir cystadleuaeth o siroedd yn Lloegr am gymorth dethol rhanbarthol.

O gofio'r cefndir, croesawaf y ffaith fod y Gweinidog, o'r diwedd, wedi anfon llythyr at gynhyrchwyr. Tybiaf, felly, nad yw'r rhyngwyd yn ddigon da bellach. Wrth iddo gloi, hoffwn glywed gan y Gweinidog pam ei fod wedi newid ei feddwl ynghylch y posibilrwydd y gallai postmyn ledaenu'r clwyf. Yn y llythyr, nodar Gweinidog fod rhai arwyddion o'r clwyf yn hawdd i'w methu. Yr ydym wedi trafod cyfnod heintus o 40 diwrnod, a 21 diwrnod. A allwch gadarnhau mai dyma'r achos gyda defaid o hyd, neu a oes gennych dystiolaeth y credir bod y cyfnod heintus yn hwy na 21 diwrnod?

Cyfeiria eich llythyr, yn ogystal â'ch datganiad, at farchnad y Trallwng. A ydych, felly, wedi ysgrifennu at yr holl gynhyrchwyr y tu allan i Bowys a fynychodd farchnad y Trallwng ar y diwrnod hwnnw? Faint o ddefaid a gaiff eu difa ac a oes gennych yr adnoddau i ddelio â hwy? Fel y nodwyd yn eglur yn Cumbria, mae'n anodd delio â phroblem nad ydych yn ei deall. Mae statws ffermydd yn dilyn difa defaid hefyd yn achos pryder. Gobeithiaf y byddwch yn ymdrin â hyn yn eich sylwadau wrth gloi.

O ran gwaredu carcasau, pam bod rhai o'n sgiliau lleol yn cael eu hanwybyddu? Ceir enghreifftiau yn fy nghymuned leol o arwerthwyr na chânt eu defnyddio i brisio stoc a chontractwyr lleol na chânt eu defnyddio i lanhau ffermydd a chael gwared ar borthiant ac ati. A ddatganwch fod gennym bolisi o roi o leiaf beth arian yn ôl i'r gymuned leol?

Yr wyf hefyd wedi derbyn sawl cwyn gan ffermwyr ynghylch problemau tac a'r anifeiliaid y maent bellach yn ceisio eu pesgi ar y fferm. Mae problem lles enfawr yn cronni gyda'r moch, wŷn a gwartheg na all y ffermwyr eu gwerthu. Pryd y cyhoeddwch



a compensation package, so that the terrible welfare problems on many farms can be relieved?

Looking to the future, I am pleased that the army has been brought in to help. However, will you confirm that it will not be used to enforce Government actions, and that only the police force will be used to enforce law and order? Will you bring forward proposals to reduce the import of New Zealand lamb, so that Welsh farmers have a strong market for Welsh lambs?

**The Presiding Officer:** Order. Your five minutes has come to an end.

**Nick Bourne:** I will address some points made by Elin Jones. I understand the need to divert attention away from difficulties in her party. The Welsh Conservatives debated at some length whether to table amendments to the motion, but decided that tabling many amendments would only result in much time being spent on votes, leaving less time for the debate. If Plaid Cymru wants to table amendments, fine. I do not question Plaid Cymru's motives, so do not question ours.

We should be debating the serious foot and mouth situation and the taskforce. The taskforce has such a chequered history that it is hard to know the current situation. It started off as an England-only taskforce. Wales was not to have its own taskforce, as the administration in the Assembly told us that we were too small a country. The taskforce then changed into a Westminster taskforce, therefore David Hanson represented Wales on it. It was then felt that Wales needed a presence from the National Assembly, so a civil servant was granted observer status. The latest situation is that Mike German will be part of the taskforce. I do not think that Michael Meacher and Mike German are the right people to inspire confidence across the board in our communities. They are not the people needed to ensure action and progress. We must revisit this. Will we have our own taskforce, working alongside the Westminster taskforce? That is what we need.

becyn iawndal, er mwyn lleddfu'r problemau lles dychrynlyd ar lawer o ffermydd?

Gan edrych i'r dyfodol, yr wyf yn falch y gofynnwyd i'r fyddin helpu. Fodd bynnag, a gadarnhewch na chaiff ei defnyddio i orfodi camau gan y Llywodraeth, ac mai dim ond yr heddlu a ddefnyddir i orfodi cyfraith a threfn? A gyflwynwch gynigion i leihau mewnfario cig oen o Seland Newydd, er mwyn i ffermwyr Cymru gael marchnad gref ar gyfer ŵyn Cymru?

**Y Llywydd:** Trefn. Mae eich pum munud wedi dod i ben.

**Nick Bourne:** Ymdriniaf â rhai pwyntiau a wnaethpwyd gan Elin Jones. Deallaf yr angen i dynnu sylw oddi wrth anawsterau ei phlaid. Cafodd Ceidwadwyr Cymru ddadl gymharol faith ar a ddylem gyflwyno gwelliannau i'r cynnig, ond penderfynwyd y byddai cyflwyno llawer o welliannau ond yn arwain at dreulio llawer o amser ar bleidleisio, gan adael llai o amser ar gyfer y ddadl. Os yw Plaid Cymru am gyflwyno gwelliannau, digon teg. Ni chwestiynaf gymhellion Plaid Cymru, felly peidiwch chi â chwestiynu ein rhai ni.

Dylem fod yn cael dadl ynghylch sefyllfa ddybryd clwy'r traed a'r genau a'r tasglu. Mae gan y tasglu hanes mor frith fel ei bod yn anodd gwybod beth yw'r sefyllfa bresennol. Dechreuodd fel tasglu ar gyfer Lloegr yn unig. Ni fyddai tasglu ar gyfer Cymru, gan i'r weinyddiaeth yn y Cynulliad ddweud wrthym ein bod yn wlad rhy fach. Yna newidiodd y tasglu yn dasglu San Steffan, felly cynrychiolwyd Cymru arno gan David Hanson. Yna teimlwyd bod angen i Gymru gael cynrychiolaeth o'r Cynulliad Cenedlaethol, felly dyfarnwyd statws arsylwr i was sifil. Y sefyllfa ddiweddaraf yw y bydd Mike German yn rhan o'r tasglu. Ni chredaf mai Michael Meacher a Mike German yw'r bobl gywir i ennyn hyder yn gyffredinol yn ein cymunedau. Nid dyma'r bobl sydd eu hangen er mwyn sicrhau gweithredu a chynnydd. Rhaid inni ailedrych ar hyn. A gawn ein tasglu ein hunain, yn gweithio ochr yn ochr â thasglu San Steffan? Dyna sydd ei angen arnom.

We should ensure that we have concerted action between this administration and Westminster. This virus knows no boundaries, so we must have a concerted approach across the whole of the UK. From what has been said so far, I am not satisfied that that is happening.

As I have indicated previously, the First Minister should make a statement on this. He always looks surprised—he does now—when I say that he should take some action. It is what I call his ‘floods look’. His reaction was the same during the recent floods and during the fuel crisis. A serious crisis faces Wales and that needs a lead and concerted action. It demands that the First Minister make a statement this afternoon on how he will move this forward. I will not venture any personal criticism of Carwyn Jones, who has done a good job in difficult circumstances. However, this does not involve agriculture only. It also involves sporting fixtures. Cardiff City football supporters travelled to Carlisle this week. That is madness and it should not be happening. Who is speaking for the administration on these issues? We need concerted action.

We also need to know the situation as regards footpaths. I am deeply uneasy about footpaths being reopened if there is any danger of this virus being spread. They should not be reopened, and we should not be sending out messages to the contrary. We also need a statement on financial assistance. Although a statement has been made in Westminster, it has been denied that there will be financial assistance in Wales. Mike German told the Assembly that there is not any prospect of compensation for tourism businesses. I hope that that is not right, as compensation will be available in England. To give an example from my own constituency, a hotel in Llandrindod Wells has already lost £45,000 in income during this crisis. In the next several weeks, it is set to lose a further £65,000. That money would have gone into the local community and been invested in local businesses. Nothing could better illustrate the effect that this is having across the board and on the whole of rural

Dylem sicrhau bod gweithredu ar y cyd rhwng y weinyddiaeth hon a San Steffan. Nid oes i'r feirws hwn unrhyw ffiniau, felly rhaid inni gael ymagwedd unedig ar draws y DU gyfan. O'r hyn a ddywedwyd hyd yn hyn, nid wyf yn argyhoeddedig bod hynny'n digwydd.

Fel y nodais yn flaenorol, dylai Prif Weinidog Cymru wneud datganiad ar hyn. Mae bob amser yn edrych yn syn—fel y gwna yn awr—pan ddywedaf y dylai gymryd camau. Cyfeiriaf at hyn fel ei ‘edrychiad llifogydd’. Yr un oedd ei ymateb yn ystod y llifogydd diweddar a'r argyfwng tanwydd. Mae argyfwng dybryd yn wynebu Cymru ac mae angen arweiniad a chydweithredu. Mae'n mynnu y dylai'r Prif Weinidog wneud datganiad y prynhawn yma ynglŷn â pha gamau y bydd yn eu cymryd. Ni fentraf feirniadu Carwyn Jones yn bersonol. Gwnaeth waith da mewn amgylchiadau anodd. Fodd bynnag, nid yw hyn yn ymwneud ag amaethyddiaeth yn unig. Mae'n ymwneud hefyd â gemau chwaraeon. Teithiodd cefnogwyr pêl-droed Dinas Caerdydd i Gaerliwelydd yr wythnos hon. Mae hynny'n wallgof ac ni ddylai fod yn digwydd. Pwy sydd yn siarad ar ran y weinyddiaeth ar y materion hyn? Mae angen inni gydweithredu.

Mae angen inni hefyd wybod beth yw'r sefyllfa ynglŷn â llwybrau troed. Yr wyf yn hynod anniddig ynghylch ailagor llwybrau troed os oes unrhyw berygl i'r feirws hwn gael ei ledaenu. Ni ddylid eu hailagor, ac ni ddylem gyfleu negeseuon i'r gwrthwyneb. Mae angen datganiad arnom hefyd ar gymorth ariannol. Er y gwnaethpwyd datganiad yn San Steffan, gwadwyd y bydd cymorth ariannol yng Nghymru. Dywedodd Mike German wrth y Cynulliad nad oes unrhyw bosibilrwydd o iawndal ar gyfer busnesau twristiaeth. Gobeithiaf nad yw hyn yn gywir, gan y bydd iawndal ar gael yn Lloegr. I roi enghraifft o'm hetholaeth i, mae gwesty yn Llandrindod eisoes wedi colli £45,000 mewn incwm yn ystod yr argyfwng hwn. Yn ystod yr ychydig wythnosau nesaf, bydd yn colli £65,000 arall. Byddai'r arian hwnnw wedi mynd yn ôl i'r gymuned leol ac wedi cael ei fuddsoddi mewn busnesau lleol. Nid oes unrhyw beth a allai ddangos yn well yr effaith a gaiff hyn yn gyffredinol ac ar

Wales. However good Carwyn Jones is, he cannot speak on these issues and as Mike German refuses to speak on them, the First Minister must take a lead before it is too late. I hope that he will speak in this debate and send out a clear message to Wales on the way ahead. We need co-ordinated action from this National Assembly alongside Westminster to ensure a concerted approach throughout the United Kingdom. It is an issue that cuts across all the policies that the Assembly has discussed since its establishment.

3:10 p.m.

I could mention many smaller issues. I say 'smaller', but they are important issues. For example, we must consider the involvement of the army. I know that Westminster is doing so. Once this dreadful virus has been diagnosed in livestock, if we do not act swiftly enough, it is spread. The army could help in that regard. We also need to improve communication. I am concerned, like Mick Bates, about the flip-flop on communicating with farmers. If we are discouraging the delivery of post to farms, is this measure sensible? We must consider that. However, above all, we lack leadership from the highest level. That is not a criticism of the Minister for Rural Affairs, but we must have a concerted approach alongside Westminster.

**Christine Gwyther:** Farmers in east Carmarthen were concerned because the Royal Mail objected to the disinfectant-soaked straw at their farm gates. I understand that there was concern about whether it posed a fire hazard. However, this morning, a Royal Mail representative reversed that decision. I was pleased to hear that. Now farmers in that area will not be prevented from doing what I consider to be the bare minimum to protect their livestock. However, if this is correct—because this is, of course, anecdotal—will you ensure that farmers are not hampered in this way again?

I support the way that you are setting up the

Gymru wledig. Pa mor dda bynnag yw Carwyn Jones, ni all siarad ar y materion hyn a chan fod Mike German yn gwrthod siarad arnynt, dylai'r Prif Weinidog gymryd yr awenau cyn iddi fynd yn rhy hwyr. Gobeithiaf y bydd yn siarad yn y ddadl hon ac yn anfon neges glir i Gymru ar y ffordd ymlaen. Mae angen gweithredu cydlynus arnom gan y Cynulliad Cenedlaethol hwn ochr yn ochr â San Steffan er mwyn sicrhau ymagwedd unedig drwy'r Deyrnas Unedig. Mae'n fater sydd yn cwmpasu pob polisi a drafodwyd gan y Cynulliad ers ei sefydlu.

Gallwn sôn am nifer o faterion llai. Er imi ddweud 'llai', maent yn bwysig serch hynny. Er enghraifft, rhaid inni ystyried defnyddio'r fyddin. Gwn fod San Steffan yn gwneud hynny. Unwaith y bydd y feirws erchyll hwn wedi'i ganfod mewn anifeiliaid, os na weithredwn yn ddigon cyflym, mae'n lledaenu. Gallai'r fyddin helpu yn hynny o beth. Mae angen inni wella cyfathrebu hefyd. Mae'r newid agwedd ynghylch cyfathrebu gyda ffermwyr yn achos pryder imi, fel i Mick Bates. Os ydym yn ceisio annog llythyrau i beidio â chael eu dosbarthu i ffermydd, a yw'r cam hwn yn ddoeth? Rhaid inni ystyried hynny. Fodd bynnag, yn anad dim, mae diffyg arweiniad ar y lefel uchaf. Nid yw hynny'n feirniadaeth o'r Gweinidog dros Faterion Gwledig, ond rhaid inni gael ymagwedd unedig ochr yn ochr â San Steffan.

**Christine Gwyther:** Yr oedd ffermwyr yn nwyrain Caerfyrddin yn pryderu am fod y Post Brenhinol yn gwrthwynebu'r gwellt wedi'i drwytho â diheintydd wrth glwydi eu ffermydd. Deallaf fod pryder ynghylch a oedd yn berygl tân. Fodd bynnag, y bore yma, newidiodd cynrychiolydd o'r Post Brenhinol y penderfyniad hwnnw. Yr oedd yn dda gennyf glywed hynny. Bellach ni chaiff ffermwyr yr ardal honno eu hatal rhag cymryd y camau mwyaf sylfaenol, yn fy marn i, i ddiogelu eu hanifeiliaid. Fodd bynnag, os yw hyn yn gywir—am mai anecdotaidd yw hyn wrth reswm—a wnewch chi sicrhau na chaiff ffermwyr eu llesteirio yn y fath fodd drachefn?

Cefnogaf y ffordd yr ydych yn sefydlu tasglu

Wales-wide rural taskforce. It is important that representatives from the Rural Partnership are involved, because their experience is immense, certainly greater than that of anyone in this Chamber. We heard that Mike German is attending the UK-wide taskforce in London today. We can argue the toss about the process of setting up that taskforce until the cows come home. However, I hope that Mike German conveys the message that the whole of rural Wales will need help to recover from this crisis. I am pleased that Wales will be represented at the UK table, not only during this epidemic—and I hope, along with the rest of Wales, that it is a short time—but afterwards, because tourism, agriculture and the wider rural economy of Wales demands and deserves that.

I was a child during the foot and mouth epidemic in 1967. The nearest natural tragedy that I have witnessed as an adult was the Sea Empress disaster six years ago. At that time, local authorities, the Wales Tourist Board, businesses and individuals came together to turn that tragedy around. It can be done. The post-disaster work, in scientific and business terms, is ongoing. I hope that after this epidemic, some hard-nosed scientific work can be carried out on the modern food chain. One message to come out of this crisis is that we need more local abattoirs. That is important for animal welfare reasons, but mainly for the welfare of farming.

**Rhodri Glyn Thomas:** Yr wyf innau am gydnabod cyfraniad Carwyn Jones yn ystod yr argyfwng presennol. Mae ei gyfraniadau, ar y cyfan, wedi bod yn awdurdodol a phwyllog. Fodd bynnag, nid yw hynny'n wir am rai o'r datganiadau a ddaeth o San Steffan, yn enwedig datganiad Nick Brown a ddywedodd fod clwy'r traed a'r genau dan reolaeth. Cafwyd gwrthdaro a gwrthddweud hefyd rhwng yr amrywiol adrannau yn San Steffan. Yr oeddwn yn falch, felly, o glywed Carwyn yn cydnabod ein bod yn wynebu sefyllfa sydd yn bygwth yr economi wledig. Yn y cyd-destun hwnnw, gofynnaf gyfres o gwestiynau i Carwyn, o fewn yr amser cyfyngedig sydd ar gael ar gyfer y drafodaeth hon.

gwledig Cymru gyfan. Mae'n bwysig y caiff cynrychiolwyr o'r Bartneriaeth Wledig eu cynnwys, gan fod profiad aruthrol ganddynt, yn sicr yn fwy nag unrhyw un yn y Siambr hon. Clywsom fod Mike German yn mynychu tasglu'r DU gyfan yn Llundain heddiw. Gallwn ddadlau ynghylch y broses o sefydlu'r tasglu yn ddi-ben-draw. Fodd bynnag, gobeithiaf y bydd Mike German yn cyfleu'r neges y bydd angen cymorth ar Gymru wledig gyfan i'w helpu i ddod dros yr argyfwng hwn. Mae'n dda gennyf y caiff Cymru ei chynrychioli ar lefel y DU, nid yn unig yn ystod yr argyfwng hwn—a gobeithiaf, ynghyd â gweddill Cymru, na phara yn hir—ond wedyn, am fod twristiaeth, amaethyddiaeth ac economi wledig ehangach Cymru yn mynnu ac yn haeddu hynny.

Yr oeddwn yn blentyn yn ystod argyfwng clwy'r traed a'r genau yn 1967. Y drychineb naturiol agosaf imi ei gweld fel oedolyn oedd trychineb y Sea Empress chwe mlynedd yn ôl Bryd hynny, daeth awdurdodau lleol, Bwrdd Croeso Cymru, busnesau ac unigolion ynghyd i adfer y sefyllfa yn sgîl y drychineb honno. Mae'n bosibl ei wneud. Mae'r gwaith ar ôl y drychineb o safbwynt y byd gwyddonol a busnes yn mynd rhagddo. Gobeithiaf ar ôl yr argyfwng hwn y caiff gwaith gwyddonol di-gyfaddawd ei wneud ar y gadwyn fwyd fodern. Un neges sydd yn deillio o'r argyfwng hwn yw bod angen inni gael mwy o ladd-dai lleol. Mae hynny'n bwysig am resymau lles anifeiliaid, ond yn bennaf er lles y byd ffermio.

**Rhodri Glyn Thomas:** I also acknowledge Carwyn Jones's contribution during the current crisis. On the whole, his contributions have been authoritative and measured. However, that is not true of some of the statements from Westminster, particularly Nick Brown's statement that the foot and mouth disease outbreak is under control. There has also been conflict and contradiction among the various departments in Westminster. I was therefore pleased to hear Carwyn acknowledge that we are facing a situation that threatens the rural economy. In that context, I will ask a series of questions to Carwyn, within the limited time available for this debate.

Mae fy nghwestiwn cyntaf yn ymwneud â'r argyfwng sydd yn ein hwynebu o ran lles anifeiliaid. Beth y mae Carwyn yn bwriadu ei wneud o ran cysondeb ac o ran sicrhau sefyllfa defaid ar dac ac anifeiliad y mae angen eu symud o ffermydd? A oes gennych griteria penodol bellach y gallwch eu cyflwyno fel y bo ffermwyr yn glir ynglŷn â'r hyn y gellir ei wneud?

Cyfeiriaf at fart Y Trallwng a'r sefyllfa a gododd ar 19 Chwefror. Yn eich cyflwyniad, sonioch am gysylltiadau rhwng y mart ac achosion o glwy'r traed a'r genau—'links' oedd y gair a ddefnyddioch. A ydych yn sôn am fwy nag un achos a brofwyd yn ddiwrthwynebiad gan wyddonwyr, neu ai am un achos penodol y soniwch? Yn y cyddestun hwnnw hefyd, sonioch am yr angen i ddifa anifeiliad. A allwch ddweud faint yn union o ddefaid, neu roi amcangyfrif o faint o ddefaid y bydd angen eu difa er mwyn sicrhau'r diogelwch y soniwch amdano. Cododd Elin Jones y cwestiwn pam yr ydym yn sôn am hyn yn awr. Yr oedd mwy o angen, yn wyddonol, i ddifa'r anifeiliad bythefnos neu dair wythnos yn ôl. Pam na wnaethom drafod hyn bryd hynny?

O ran brechu, a ydych yn dweud nad ydych yn barod i'w ystyried o gwbl? Derbyniaf yr hyn a ddywedwch am allforio, ond yr oeddech yn sôn am yr argyfwng. Pe bai'n datblygu'n argyfwng gwirioneddol, a fydddech yn parhau i ymwrthod â brechu? Yr wyf yn siŵr eich bod yn cydnabod y broblem o ran twristiaeth a'r economi wledig. A wnewch chi bwysu ar Mike German i baratoi cynllun ar gyfer Cymru gyfan a fydd yn sicrhau y caiff yr economi wledig ei diogelu ac y gallwn wynebu'r cyfnod allweddol hwn?

**Delyth Evans:** Cymeradwyaf innau hefyd y ffordd awdurdodol a chyfrifol y mae'r Gweinidog a'i swyddogion—yn y Cynulliad, ac yn y swyddfeydd rhanbarthol—yn delio â'r argyfwng sydd yn wynebu cefn gwlad Cymru. Estynnaf fy nghydymdeimlad â Mick Bates, Glyn Davies, Peter Rogers, a'u teuluoedd sydd yng nghanol y sefyllfa ddifrifol hon.

Mae'r Llywodraeth yn mynd ati ddydd a nos i ddelio â'r argyfwng yn y ffordd fwyaf

My first question concerns the crisis that we face in terms of animal welfare. What does Carwyn intend to do in terms of consistency and in terms of securing the situation of sheep on tack and animals that need to be moved from farms? Do you now have specific criteria that you can present so that farmers are clear about what can be done?

I refer to Welshpool mart and the situation that arose on 19 February. In your introduction, you mentioned links—that is the word that you used—between the mart and cases of foot and mouth disease. Are you talking about more than one case that has been proved unequivocally by scientists, or are you referring to one specific case? In that context also, you mentioned the need to cull animals. Can you say exactly how many sheep, or give an estimate as to how many sheep will need to be culled in order to ensure the safety that you talk about. Elin Jones raised the question of why we are discussing this now. Scientifically, there was a greater need to cull two or three weeks ago. Why did we not discuss this then?

On vaccination, are you saying that you are not willing to consider it at all? I accept what you say about exportation, but you were talking about the crisis. If it develops into a real crisis, would you continue to reject vaccination? I am sure that you acknowledge the problem facing tourism and the rural economy. Will you press Mike German to prepare a plan for the whole of Wales to ensure that the rural economy will be safeguarded and that we are able to come through this critical period?

**Delyth Evans:** I also commend the authoritative and responsible way that the Minister and his officials—in the Assembly, and in the divisional offices—are dealing with the crisis facing rural Wales. I extend my sympathy to Mick Bates, Glyn Davies, Peter Rogers, and their families who are directly affected by this grave situation.

The Government is working day and night to deal with the crisis in the most effective way

effeithiol posibl, mewn amgylchiadau anodd a thruenus ar adegau, a chan ddilyn yn union y cyngor gwyddonol gorau sydd ar gael. Mae'r undebau amaethyddol yng Nghymru, ynghyd â'n partneriaid yng ngwledydd eraill Ewrop, sydd yn gwyllo'r sefyllfa ym Mhrydain yn ofalus, yn gwbl gefnogol i'r camau y mae'r Llywodraeth Lafur yn eu cymryd i ymateb i'r clefyd. Mae'r mesurau sydd ar waith ym Mhowys yn llym ac yn boenus, ond maent yn hollol angenrheidiol. Mae'r mesurau yn Cumbria yn fwy llym byth, ond mae'n rhaid inni ladd y clwyf. Nid oes gennym ddewis ond gweithredu'r mesurau llym hyn os ydym am osgoi lledaenu'r clwyf ymhellach. Os na wnawn hyn, ac os yw'r clwyf yn ymestyn i'r stoc defaid mynydd, bydd yn amhosibl i'w reoli a'i gyfyngu. Bydd yr effaith ar yr economi wledig yn arswydus. Gallai 10,000 i 15,000 o fusnesau bach drwy Gymru gyfan fynd i'r wal pe bai hynny'n digwydd. Gadewch inni, felly, anfon neges glir i ffermwyr bod yn rhaid iddynt gydymffurfio â'r mesurau er mwyn diogelu dyfodol i'w diwydiant.

Ochr yn ochr â hyn mae problemau difrifol y diwydiant twristiaeth, a'r cannoedd o fusnesau bach ar draws Cymru sydd yn dibynnu ar dwristiaeth. Pwysaf ar y Gweinidog dros Faterion Gwledig a Dirprwy Brif Weinidog Cymru a'r Gweinidog dros Ddatblygu Economaidd i sicrhau y caiff pob cymorth posibl ei gynnig i helpu'r diwydiant twristiaeth drwy'r cyfnod anodd hwn, ynghyd â mesurau tymor hir i gryfhau'r economi wledig yn ei chyfanrwydd, wedi inni ddod â chlwy'r traed a'r genau dan reolaeth.

**Alun Cairns:** I will keep my comments as brief as possible. I express a concern that has been raised with me about the spread of the disease and how it could be contained from spreading to areas that are not suffering from the disease at present. We call for guidance from the Minister for Rural Affairs. We are grateful for the support that he has given to every Member who has spoken to him privately and for his expressions of support in the Chamber.

3:20 p.m.

Several areas are free from contamination. The areas that come to mind are places such

possible, under difficult and distressing circumstances at times, and by closely following the best scientific advice available. The farming unions in Wales, as well as our partners in other European countries, which are keeping a close eye on the situation in Britain, totally support the steps taken by the Labour Government in response to the disease. The measures in operation in Powys are stringent and painful, but are completely necessary. The measures in Cumbria are even more stringent, but we must eradicate the disease. We have no choice but to implement these stringent measures if we are to avoid spreading the disease further. If we do not do this, and if the disease spreads to the hill sheep stock, it will be impossible to control. The effect on the rural economy will be horrific. It is possible that 10,000 to 15,000 small businesses across Wales could go to the wall were that to happen. Let us, therefore, send a clear message to farmers that they must conform to these measures in order to safeguard a future for their industry.

Alongside this are the serious problems of the tourism industry and the hundreds of small businesses across Wales that depend on tourism. I press the Minister for Rural Affairs and the Deputy First Minister and Minister for Economic Development to ensure that all possible assistance is offered to help the tourism industry through this difficult period, as well as long-term measures to strengthen the rural economy in its entirety, after the foot and mouth disease has been brought under control.

**Alun Cairns:** Sicrhaf fod fy sylwadau mor gryno â phosibl. Mynegaf bryder a godwyd ynglŷn â'r ffordd y mae'r clwyf yn lledaenu a sut y gellid ei atal rhag lledaenu i ardaloedd nad ydynt yn dioddef ohono ar hyn o bryd. Galwn am arweiniad gan y Gweinidog dros Faterion Gwledig. Yr ydym yn ddiolchgar am y cymorth a roddodd i bob Aelod sydd wedi siarad ag ef yn breifat a'r gefnogaeth a roddodd yn y Siambr hon.

Mae sawl ardal heb ei heintio. Meddyliar am ardaloedd megis Bro Morgannwg a Phenrhyn

as the Vale of Glamorgan and the Gower Peninsula, which have a small number of access roads. A number of farmers from those parts of Wales have contacted me to express concern about hauliers, and so on, who travel the length and breadth of the country and return to their localities, potentially spreading the disease. The prospect of placing disinfectant ramps on roads that lead to relatively confined rural spaces has been raised. I seek guidance from the Minister as to whether that is a possibility. The right for sheep and other animals to roam freely on common land has also been discussed in the Chamber. However, it often leads to confusion with animals from different farms mixing together. Will the Minister provide guidance on the action that farmers can take in that respect?

Easter is the peak season for many tourist operators. At this time of year, Wales probably recruits up to 12,000 jobs in seasonal vacancies. Those jobs are now under threat because of the outbreak of the foot and mouth disease. I am disappointed, Minister, that you have delegated so much of the responsibility for this to local authorities. The last thing that tourism operators need is 22 different strategies by local authorities on how to foster tourism in the face of this crisis. Is it possible that the regional economic forums could take some action to organise a co-ordinated approach on a regional basis? This is a serious matter for the economy. Everyone is aware of the problems faced by the farming industry before this crisis. We are now also aware of problems in the tourism industry. This disease has an impact on many industries, I mentioned hauliers and the impact—

**The Presiding Officer:** Order. Your three minutes are up.

**Kirsty Williams:** In Brecon and Radnorshire, agriculture and tourism live cheek by jowl. It is almost beyond belief that, following the lean years that agriculture and tourism enjoyed, which were caused by problems such as the strength of the pound, we have now been struck down by foot and mouth. With every phone call I receive, it is

Gŵyr, sydd â nifer fach o ffyrdd mynediad. Mae nifer o ffermwyr o'r rhannau hynny o Gymru wedi cysylltu â mi i fynegi pryder ynghylch cludwyr nwyddau, ac ati, sydd yn teithio ar hyd a lled y wlad ac yn dychwelyd i'w broydd gan ledaenu'r clwyf o bosibl. Codwyd y posibilrwydd o osod rampiau diheintio ar ffyrdd sydd yn arwain at fannau gwledig cymharol gyfyng. Ceisiaf arweiniad gan y Gweinidog ynghylch a yw hynny'n bosibl. Trafodwyd hefyd yn y Siambr yr hawl i ddefaid ac anifeiliaid eraill grwydro'n ddirwysr ar dir comin. Fodd bynnag, mae hyn yn aml yn arwain at ddryswch wrth i anifeiliaid o ffermydd gwahanol gymysgu â'i gilydd. A wnaiff y Gweinidog roi arweiniad ar y camau y gall y ffermwyr eu cymryd yn hynny o beth?

Y Pasg yw'r prif dymor ar gyfer llawer o gwmnïau twristiaeth. Ar yr adeg hon o'r flwyddyn, mae Cymru yn recriwtio hyd at 12,000 o bobl ar gyfer swyddi tymhorol. Mae'r swyddi hyn bellach yn y fantol oherwydd clwy'r traed a'r genau. Yr wyf yn siomedig, Weinidog, ichi ddirprwyo cymaint o'r cyfrifoldeb dros hyn i'r awdurdodau lleol. Y peth diwethaf sydd ei angen ar gwmnïau twristiaeth yw 22 o strategaethau gwahanol gan yr awdurdodau lleol ynghylch sut i hybu twristiaeth yn wyneb yr argyfwng hwn. A yw'n bosibl i'r fforymau economaidd rhanbarthol gymryd camau i drefnu ymagwedd gydlynus ar sail ranbarthol? Mae hwn yn fater difrifol i'r economi. Mae pawb yn ymwybodol o'r problemau a wynebai'r diwydiant ffermio cyn yr argyfwng hwn. Yr ydym yn ymwybodol erbyn hyn hefyd o'r problemau yn y diwydiant twristiaeth. Mae'r clwyf hwn wedi amharu ar lawer o ddiwydiannau, soniais am gludwyr nwyddau a'r effaith—

**Y Llywydd:** Trefn. Mae eich tair munud ar ben.

**Kirsty Williams:** Ym Mrycheiniog a Sir Faesyfed, mae amaethyddiaeth a thwristiaeth yn byw ochr ac ochr â'i gilydd. Mae'n amhosibl credu bron, yn sgîl y blynyddoedd llwm a gafodd amaethyddiaeth a thwristiaeth, a achoswyd gan broblemau megis cryfder y bunt, inni yn awr gael ein taro gan glwy'r traed a'r genau. Gyda phob galwad ffôn a

with a heavy heart that I listen to stories of businesses in both sectors that will be staring into an abyss if this disease is not brought under control quickly. We have talked a great deal about the current situation and what needs to be done to bring the disease under control. However, I will concentrate my remarks on why the outbreak occurred. It was not the fault of Welsh or British agriculture. The devastation to my constituency was caused by imported infected meat. What will the Minister and the Government in London do to prevent this from ever happening again? What are they going to do to ensure that meat from countries that have suffered recent foot and mouth outbreaks is not brought into ports throughout Wales and England to put our home-grown industries at risk? What steps does the Minister intend to take when this outbreak is brought under control? I am confident that the steps that he and Nick Brown are outlining will bring it under control. We must have confidence in the scientific advice that we are receiving and we must heed that advice, no matter how hard, gutting or painful it might be for many of us who work in the industry and live in the countryside.

What you are going to do, Carwyn, to regain the lost markets and protect our industry? When are we going to stop importing meat that has not been produced to the same standards to which our farmers must produce it? When are you going to protect our homegrown products instead of allowing our industries to be hammered by cheap, inferior imports?

**Dafydd Wigley:** Mae twristiaeth ac amaethyddiaeth yn ddau o gonglfeini fy etholaeth. Mae twristiaeth Eryri yn gysylltiedig â gweithgareddau awyr agored, megis cerdded ar y brynau, dringo mynyddoedd a chanwïo ar ein hafonydd a nentydd. Dyma'r adeg o'r flwyddyn pryd y disgwylir i'r tymor newydd flodeuo. Mae'r Pasg yn gyfnod tyngedfennol ac mae'r clwyf hwn wedi taro ar yr adeg waethaf. Dyma enghreifftiau o'i ergydion: yn Llanberis, wrth odre'r Wyddfa, mae tua 200 o weithwyr bellach wedi eu hatal rhag gweithio, ac ym Meddgelert mae 14 o fusnesau wedi cau ac 80 o weithwyr wedi eu hatal rhag gweithio.

gaf, gwrandawaf â chalon drom ar hanes busnesau yn y ddau sector a fydd yn edrych i'r affwys oni chaiff y clwyf hwn ei reoli'n fuan. Yr ydym wedi siarad gryn dipyn am y sefyllfa sydd ohoni a'r hyn sydd angen ei wneud i reoli'r clwyf. Fodd bynnag, canolbwyntiaf ar y rhesymau pam y digwyddodd yr argyfwng hwn. Nid amaethyddiaeth Cymru na Phrydain oedd ar fai. Cig heintus a fewnforiwyd oedd yn gyfrifol am y dinistr yn fy etholaeth i. Beth fydd y Gweinidog a'r Llywodraeth yn Llundain yn ei wneud i atal hyn rhag digwydd byth eto? Beth y maent yn mynd i'w wneud i sicrhau na chaiff cig o wledydd eraill sydd wedi dioddef achosion o glwy'r traed a'r genau yn ddiweddar ei fewnforio drwy borthladdoedd Cymru a Lloegr gan roi ein diwydiannau cynhenid yn y fantol? Pa gamau y mae'r Gweinidog yn bwriadu eu cymryd pan fydd yr argyfwng hwn wedi ei reoli? Yr wyf yn ffyddiog y bydd y camau a amlinellir ganddo ef a Nick Brown yn ei reoli. Rhaid inni ymddiried yn y cyngor gwyddonol a gawn a rhaid inni ddilyn y cyngor hwnnw, waeth pa mor galed, dirdynol a phoenus bynnag ydyw i lawer ohonom sydd yn gweithio yn y diwydiant ac yn byw yng nghefn gwlad.

Beth a wnewch, Carwyn, i adennill y marchnadoedd a gollwyd ac i ddiogelu ein diwydiant? Pryd y rhown y gorau i fewnforio cig nas cynhyrchwyd i'r un safonau ag y mae'n rhaid i'n ffermwyr ni ei gynhyrchu? Pryd y gnewch chi ddiogelu ein cynnyrch cartref yn hytrach na gadael i'n diwydiannau gael eu llethu gan fewnforion rhad, o safon is?

**Dafydd Wigley:** Tourism and agriculture are two of the cornerstones of my constituency. Tourism in Snowdonia involves out-door activities, such as hill walking, mountain climbing and canoeing on our rivers and streams. This is the time of year when the new season is expected to flourish. Easter is a critical period and this disease has struck at the worst possible time. These are examples of its toll: in Llanberis, at the foot of Snowdon, about 200 workers have now been prevented from working, and in Beddgelert 14 businesses have closed and 80 workers prevented from working. There are 143 out-door activity centres in Wales, which employ



Mae 143 o ganolfannau gweithgareddau awyr agored yng Nghymru, sydd yn cyflogi 6,000 o bobl ac sydd dan fygythiad. Ceir patrwm cyffelyb ledled Cymru. Mae Bwrdd Croeso Cymru yn amcangyfrif bod y sector twristiaid yn awr yn colli £10 miliwn yr wythnos, ac y bydd yn colli £20 miliwn yr wythnos o fewn y mis. Mae sawl cam y mae eisiau eu cymryd ar fyrder i ymdrin â'r sefyllfa.

Steps must be taken urgently. Far greater clarity must be given about which activities must be closed and those that can remain open safely. It is difficult to understand that activities in centres such as the Electric Mountain Centre or the slate museum in Llanberis need to be closed. I cannot understand why fenced-off cycle tracks need to be closed, or why certain beaches or slipways are closed, when they could easily be fenced off from contact with animals. There are certain rock-climbing areas, such as those in quarries, where it is possible to have access without danger. In Fort William it has been possible to keep areas for walks open, subject to certain controls.

There was no need to cancel some of the concerts and cultural events that have been cancelled, provided that adequate precautions are taken. It should be possible to negotiate to see if the National Trust and the Forestry Commission can reopen some of their land, again subject to necessary safeguards. It is essential that this work is undertaken quickly and that councils know exactly where they stand on these matters. There is also a need for financial redress and a business-rates relief scheme for tourist-related and agricultural-related businesses. It should not depend on Section 49 of the Local Government Act 1988, which is cumbersome and bureaucratic, for a clear-cut scheme giving a business relief for the coming year, funded by the Treasury. There is also a need for an interest-free loan scheme to help these businesses' cashflow to ensure that they survive. There should be changes in housing benefit and council tax benefit to help tenant farmers, which should be based on four or eight-week periods and not the current extended periods. Thirdly, there needs to be a massive marketing campaign to re-launch

6,000 people and which are under threat. There is a similar pattern throughout Wales. The Wales Tourist Board estimates that the tourist sector is now losing £10 million a week, and that it will be losing £20 million a week within a month. There are several steps that need to be taken urgently to deal with the situation.

Rhaid cymryd camau brys. Rhaid bod yn llawer mwy eglur ynghylch pa weithgareddau y mae'n rhaid eu cau a pha rai y gellir eu cadw ar agor yn ddiogel. Mae'n anodd deall pam bod angen i weithgareddau mewn canolfannau megis y Ganolfan Fynydd Drydanol neu'r amgueddfa llechi yn Llanberis fod ar gau. Ni allaf ddeall pam bod angen i draciau beicio wedi'u hamgáu fod ar gau, neu pam bod traethau neu lithrfeydd penodol ar gau, lle y gellid eu hamgáu'n hawdd rhag cysylltiadau ag anifeiliaid. Mae rhai ardaloedd dringo creigiau megis y rhai mewn chwareli lle y mae modd cael mynediad heb berygl. Yn Fort William bu modd cadw ardaloedd lle y bydd pobl yn mynd am dro ar agor, yn amodol ar reolaethau penodol.

Nid oedd angen canslo rhai o'r cyngherddau a'r digwyddiadau diwylliannol a ganslwyd, ar yr amod bod rhagofalon digonol yn cael eu dilyn. Dylai fod modd negodi i ganfod a ellir ailagor rhannau o dir y Ymddiriedolaeth Genedlaethol a'r Comisiwn Coedwigaeth, unwaith eto yn amodol ar ddilyn camau diogelu angenrheidiol. Mae'n hanfodol i'r gwaith hwn gael ei wneud yn gyflym a bod cynghorau yn gwybod yn union beth yw'r sefyllfa ynglŷn â'r materion hyn. Mae angen iawndal a chynllun cymorth trethi busnes hefyd ar gyfer busnesau sydd yn ymwneud â thwristiaeth ac amaethyddiaeth. Ni ddylid dibynnu ar Adran 49 Deddf Llywodraeth Leol 1988, sydd yn drwsogl ac yn fiwrocataidd, am gynllun clir i roi cymorth i fusnesau ar gyfer y flwyddyn nesaf, wedi ei ariannu gan y Trysorlys. Mae angen cael cynllun benthyca di-log hefyd i helpu llif arian y busnesau hyn er mwyn sicrhau y byddant yn goroesi. Dylid newid budd-daliadau tai a'r budd-dal treth gyngor i helpu ffermwyr tenant, a dylai fod yn seiliedig ar gyfnodau o bedair neu wyth wythnos yn hytrach na'r cyfnodau estynedig presennol.

Wales as a tourist destination when this crisis is over. The Wales Tourist Board will need nearly £5 million for that to happen. I urge the Government to act on these proposals.

**Alun Pugh:** Clwyd West earns its living through agriculture and tourism, or to be more precise, it earned its living through agriculture and tourism. Thankfully it has had no cases of this ghastly disease, but many of the people that I represent are suffering substantial economic losses, and considerable personal distress.

Passing through the rural part of my constituency yesterday I observed that farming is under siege. With disinfectant troughs at the farm gates and 'keep out' signs everywhere, life in the Clwydian hills is far from normal. However, I was worried to see sheep walking along the A525 south of Llansannan yesterday.

A farmer and a vet came to see me in my constituency office in Abergele yesterday afternoon. The farmer had worked the land since before I was born and had vivid memories of the 1967 outbreak. The vet brought her scientific expertise to bear on the local situation. They were unanimous. They told me that the transport of live sheep from Scotland, through Dumfries and Galloway on the A76, along the edge of Cumbria on the M6 to be slaughtered in the St Asaph abattoir just outside my constituency boundary is not a good idea at the best of times, but in the current situation they believe it is most unwise. If we are to beat this disease, the unnecessary movement of animals over hundreds of miles through areas that could be infected as a result must be halted. It makes no sense to needlessly increase exposure and we should use local abattoirs where possible.

Agriculture plays a crucial role in the rural economy, but it is not the most economically significant. The Moel Famau range is in the east of my constituency and is the Clwydian area of outstanding natural beauty. It is a

Yn drydydd, mae angen ymgyrch farchnata anferth i ail-lansio Cymru fel cyrchfan i dwristiaid pan fydd yr argyfwng hwn drosodd. Bydd angen bron i £5 miliwn ar Fwrdd Croeso Cymru i hynny ddigwydd. Apeliaf ar y Llywodraeth i weithredu ar y cynigion hyn.

**Alun Pugh:** Mae Gorllewin Clwyd yn ennill ei bywoliaeth drwy amaethyddiaeth a thwristiaeth, neu a bod yn fwy manwl-gywir, bu Gorllewin Clwyd yn ennill ei bywoliaeth drwy amaethyddiaeth a thwristiaeth. Diolch byth na fu unrhyw achosion o'r clwyf erchyll hwn yno, ond mae llawer o'r bobl a gynrychiolaf yn dioddef colledion economaidd sylweddol, a chryn ofid personol.

Gan deithio drwy ran wledig o'm hetholaeth ddoe, sylwais fod ffermio dan warchae. O'r cafnau diheintio wrth glwydi ffermydd i'r arwyddion 'cadwch allan' ym mhob man, mae bywyd ym mryniau Clwyd ymhell o fod yn normal. Fodd bynnag, yr oeddwn yn pryderu i weld defaid yn cerdded ar hyd yr A525 i'r de o Lansannan ddoe.

Daeth ffermwr a milfeddyg i'm gweld yn fy swyddfa etholaethol yn Abergele brynhawn ddoe. Bu'r ffermwr yn gweithio ar y tir ers cyn imi gael fy ngeni ac yr oedd ei atgofion o'r argyfwng yn 1967 yn fyw yn y cof. Trafododd y milfeddyg y sefyllfa leol gan ddefnyddio ei harbenigedd gwyddonol. Yr oeddent yn unfrydol. Dywedasant wrthyf nad yw'n syniad da trosglwyddo defaid byw o'r Alban, drwy Dumfries a Galloway ar yr A76, ar hyd ffin Cumbria ar y M6 i'w lladd yn y lladd-dy yn Llanelwy ychydig dros y ffin i'm hetholaeth beth bynnag, ond yn y sefyllfa sydd ohoni, credant ei bod yn annoeth dros ben. Os ydym am guro'r clwyf hwn, rhaid atal anifeiliaid rhag cael eu symud dros gannoedd o filltiroedd yn ddiangen drwy ardaloedd a allai fod wedi eu heintio o ganlyniad. Nid oes unrhyw synnwyr amlygu rhagor i'r clwyf yn ddiangen a dylem ddefnyddio lladd-dai lleol lle y bo modd.

Mae gan amaethyddiaeth rôl holl bwysig yn yr economi wledig, ond nid y rôl economaidd fwyaf arwyddocaol. Mae mynyddoedd Moel Famau yn nwyrain fy etholaeth a'r ardal hon yw ardal o harddwch naturiol eithriadol

popular area for visitors and locals, positioned on the Offa's dyke footpath. Thousands would normally visit it at Easter, but today it is closed and sealed off. The Colwyn Bay Mountain Zoo is at the other end of my constituency. It is closed today, as it has been for the last two weeks, but I am pleased to report that it will reopen on Thursday. The zoo has reported a loss of £12,000 so far as a direct, provable consequence of this outbreak. The losses were piling up to the extent that the zoo, which is not only a prime visitor attraction, but the pre-eminent national zoological resource for Wales, was in danger of never reopening. I stress that the decision to reopen is not a wild gamble, but was made after a detailed risk assessment. We must adopt that approach across Wales.

3:30 p.m.

I have been parochial so far, Llywydd, but I will conclude by looking at a sector that employs more people in Wales than the steel industry, namely the outdoor education and recreation sector. The more formal business of outdoor recreation is based at 200 centres in north Wales with 5,000 bed spaces—

**The Presiding Officer:** Order. I am sorry, Alun, but I have to stop you, even though I have an obvious interest in what you are saying.

**Karen Sinclair:** The clock starts ticking now, so I will speak quickly. In the initial weeks of this emerging crisis, the main focus, quite properly, was on agriculture. As the crisis deepened, we began discussing its devastating effect on tourism and what the Assembly could do to address that. However, I will highlight another enormous problem in north Wales that has not yet been addressed, namely that which is facing Llysfasi College. It is a further education college based outside Rhuthin, which offers a range of agricultural and other land-based courses. What makes Llysfasi unique and compounds its problems is that it is also a working farm, which means that it has been closed to students for the last month and remains closed. That is having a huge impact on the college's capacity to

Clwyd. Mae'n ardal boblogaidd i ymwelwyr a phobl leol, wedi ei lleoli ar lwybr troed clawdd Offa. Byddai miloedd yn ymweld â hi dros y Pasg fel arfer, ond heddiw mae ar gau ac nid oes modd mynd yno. Mae Sŵ Mynydd Bae Colwyn ar begwn arall fy etholaeth. Mae ar gau heddiw, fel y bu ers pythefnos, ond mae'n dda gennyf nodi y bydd yn ailagor ddydd Iau. Nododd y sŵ iddo golli £12,000 hyd yma o ganlyniad uniongyrchol, profadwy i glwy'r traed a'r genau. Yr oedd ganddo gymaint o golledion nes bod y sŵ, sydd nid yn unig yn atyniad amlwg i ymwelwyr, ond hefyd yn adnodd cenedlaethol blaenllaw ym maes sŵoleg yng Nghymru, mewn perygl o beidio byth ag ailagor. Pwysleisiaf nad mentro ar siawns fu'r penderfyniad i ailagor, ond fe'i gwnaethpwyd ar ôl asesiad manwl o'r risg. Rhaid inni fabwysiadu'r ymagwedd honno ar draws Cymru.

Bûm yn blwyfol hyd yma, Lywydd, ond cloaf drwy edrych ar sector sydd yn cyflogi mwy o bobl yng Nghymru na'r diwydiant dur, sef y sector addysg awyr agored ac adloniant. Seilir yr ochr fwy ffurfiol o'r busnes adloniant awyr agored mewn 200 o ganolfannau yng ngogledd Cymru gyda 5,000 o welyau—

**Y Llywydd:** Trefn. Mae'n ddrwg gennyf, Alun, ond rhaid imi eich atal, er bod gennyf ddiddordeb amlwg yn yr hyn yr ydych yn ei ddweud.

**Karen Sinclair:** Mae'r cloc yn dechrau yn awr, felly siaradaf yn gyflym. Yn ystod wythnosau cyntaf yr argyfwng hwn sydd yn datblygu, bu'r prif ffocws ar amaethyddiaeth, a hynny'n gwbl briodol. Wrth i'r argyfwng ddwysáu, dechreuasom drafod ei effaith andwyol ar dwristiaeth a'r hyn y gallai'r Cynulliad ei wneud i fynd i'r afael â hynny. Fodd bynnag, tynnaf sylw at broblem enfawr arall yng ngogledd Cymru nad aed i'r afael â hi hyd yma, sef y broblem a wyneba Coleg Llysfasi. Coleg addysg bellach ar gyrion Rhuthun ydyw. Mae'n cynnig ystod o gyrsiau amaethyddol a chyrsiau eraill sydd yn seiliedig ar y tir. Yr hyn sydd yn unigryw o ran Llysfasi ac sydd yn dwysáu ei broblemau yw'r ffaith ei fod hefyd yn fferm weithredol, sydd yn golygu y bu ar gau i'r myfyrwyr ers

deliver existing courses and plan new programmes. Unless a support package is put in place, the current crisis will have an even greater effect on this year's and future years' courses. What does that mean to students and staff at the college? The suspension of courses has greatly damaged and perhaps ruled out the possibility of many of this year's students finishing their courses and progressing to higher education in September. Having to spend an extra year at the college will impact on the rest of their lives.

Key skill examinations were scheduled for next week and the next series of exams will not take place until July. The college has developed self-study modules to enable students to study at home, but that is proving difficult for students and the remote tutors. When and if the courses restart, many students will probably have lost impetus, or have found employment and will not return to their studies. The media coverage of the crisis will have damaged agriculture's image and put off many potential students. Negative reporting does little to promote careers in the countryside. All that means that student numbers next year and in the future are likely to be reduced. As funding is generated on a per head, per college learning unit basis, that will have severe funding implications for this college and for other rural colleges.

I hope that the Further Education Funding Council for Wales will recognise these factors, which are outside Llysfasi College's control, when it reviews the performance of the further education sector. All of these problems are further compounded by the changes that are currently taking place in the further education sector in Wales. The funding council will end its duty at the end of the financial year—less than two weeks away—when ELWa takes over. The transitional period would have been complicated enough, but given the current crisis, the changeover in the funding source could be a disaster for the colleges that serve the rural areas of Wales.

mis ac mae ar gau o hyd. Mae hynny'n cael effaith ddybryd ar allu'r coleg i ddarparu'r cyrsiau cyfredol a chynllunio rhaglenni newydd. Oni chaiff pecyn cymorth ei roi ar waith, bydd yr argyfwng presennol yn amharu ar gyrsiau eleni a chyrsiau yn y dyfodol fwy byth. Beth a olyga hynny i fyfyrwyr a staff y coleg? Mae'r penderfyniad i ohirio cyrsiau wedi cael effaith andwyol ar gyfle llawer o'r myfyrwyr eleni i gwblhau eu cyrsiau a mynd ymlaen i addysg uwch ym mis Medi neu wedi ei ddifetha yn llwyr o bosibl. Bydd gorfod treulio blwyddyn ychwanegol yn y coleg yn effeithio ar weddill eu bywyd.

Bwriadwyd cynnal arholiadau sgiliau allweddol yr wythnos nesaf ac ni chynhelir y gyfres nesaf o arholiadau tan fis Gorffennaf. Datblygodd y coleg fodylau hunan-astudio er mwyn galluogi myfyrwyr i astudio gartref, ond mae hynny wedi bod yn anodd i fyfyrwyr a thiwtoriaid o bell. Pryd ac os bydd cyrsiau'n ailgychwyn, bydd llawer o'r myfyrwyr wedi colli symbyliad, neu wedi cael swydd ac ni fyddant yn dychwelyd at eu hastudiaethau. Bydd y sylw yn y cyfryngau am yr argyfwng wedi niweidio delwedd amaethyddiaeth a diflasu llawer o ddarpar fyfyrwyr. Nid yw newyddion negyddol yn gwneud rhyw lawer i hyrwyddo gyrfaedd yng nghefn gwlad. Golyga hynny oll y bydd nifer y myfyrwyr y flwyddyn nesaf ac yn y dyfodol yn debygol o ostwng. Gan y caiff colegau eu hariannu ar sail y pen, fesul uned dysgu coleg, bydd i hynny oblygiadau dybryd o ran ariannu'r coleg hwn a cholegau gwledig eraill.

Gobeithiaf y bydd Cyngor Cyllido Addysg Bellach Cymru yn cydnabod y ffactorau hyn, sydd y tu allan i reolaeth Coleg Llysfasi, pan fydd yn adolygu perfformiad y sector addysg bellach. Caiff pob un o'r problemau hyn eu dwysáu yn sgîl y newidiadau sydd yn digwydd yn y sector addysg bellach yng Nghymru ar hyn o bryd. Daw dyletswydd y cyngor cyllido i ben ar ddiwedd y flwyddyn ariannol—ymhen llai na phythefnos—pan ddaw ELWa yn gyfrifol amdano. Byddai'r cyfnod trosiannol wedi bod yn ddigon cymhleth, ond o ystyried yr argyfwng presennol, gallai'r newid yn y ffynhonnell ariannu fod yn drychinebus i'r colegau sydd yn gwasanaethau ardaloedd gwledig Cymru.

I am aware that representation has been made to FEFCW, and I ask that the First Minister and Jane Davidson ensure that neither the students nor Llysfasi College are disadvantaged at this time of crisis in our farming and rural communities. I also ask that extra support be offered as we look to the resumption of normal activities in the countryside.

I apologise for speaking so quickly, but I was determined to finish my speech.

**Alison Halford:** During the foot and mouth epidemic in 1967, more than 30,000 livestock were culled in Flintshire. Fortunately, that county has remained clear so far, despite the growing seriousness of the situation in Anglesey. I represent Delyn, a rural constituency. We are holding our breath and praying that the destroyer will pass over us. However, Delyn is on the main route from Anglesey to the English motorway network, and it is worrying that, given the volume of traffic, it could be the next victim.

Carwyn was right to warn of the danger of the unlicensed movement of animals. That is a serious problem.

Many months ago, sheep and dairy farmers in my constituency invited me to their farms and gave me a good insight into the ways of rural life. It was not completely unknown to me; I come from rural Norfolk. Norwich has a wonderful cattle market, and my first date was with a young farmer. I have the greatest sympathy for the rural community. I am also sad about what is happening to tourism. That is under the cosh, as are other small businesses such as blacksmiths, who shoe horses. The small businesses are in just as much danger and as much in need of help.

What has happened to the wonderful policy of having large abattoirs and of big being best and beautiful, which has resulted in all these animals travelling long distances? What has happened to the vets, the checks and the red

Yr wyf yn ymwybodol i sylwadau gael eu gwneud i CCABC, a gofynnaf i'r Prif Weinidog a Jane Davidson sicrhau na fydd naill ai'r myfyrwyr na Choleg Llysfasi ar eu colled yn ystod yr argyfwng hwn i'n cymunedau ffermio a chymunedau gwledig. Gofynnaf hefyd am gynnig cymorth ychwanegol wrth inni edrych ymlaen at ailgydio yng ngweithgareddau arferol cefn gwlad.

Ymddiheuraf am siarad mor gyflym, ond yr oeddwn yn benderfynol o orffen fy araith.

**Alison Halford:** Yn ystod argyfwng clwy'r traed a'r genau yn 1967, cafodd mwy na 30,000 o anifeiliaid eu difa yn Sir y Fflint. Yn ffodus, bu'r sir yn rhydd o'r clwyf hyd yma, er gwaethaf y sefyllfa fwyfwy difrifol ar Ynys Môn. Cynrychiolaf Delyn, sydd yn etholaeth wledig. Yr ydym yn dal ein hanadl ac yn gweddio yr â'r dinistriwr heibio iddynt. Fodd bynnag, mae Delyn ar y brif ffordd o Ynys Môn i'r rhwydwaith traffyrdd yn Lloegr, ac mae'n peri gofid, o ystyried maint y drafnidiaeth, mai Delyn fydd yn dioddef nesaf o bosibl.

Yr oedd Carwyn yn llygad ei le i rybuddio am y perygl o ran symud anifeiliaid heb drwyddedau. Mae honno'n broblem ddifrifol.

Fisoedd lawer yn ôl, cefais wahoddiad gan ffermwyr defaid a ffermwyr gwartheg godro yn fy etholaeth i fynd i'w ffermydd. Rhoddasant fewnwelediad da imi o'r ffordd o fyw yng nghefn gwlad. Nid oedd yn gwbl ddieithr imi. Yr wyf yn hanu o sir wledig, Norfolk. Mae gan Norwich farchnad da byw wych, ac euthum ar ddê am y tro cyntaf gyda ffermwr ifanc. Mae gennyf gydymdeimlad o'r mwyaf â'r gymuned wledig. Mae'r hyn sydd yn digwydd i dwristiaeth hefyd yn peri pryder imi. Mae honno dan y lach, fel y mae busnesau bach eraill fel gofaint, sydd yn pedoli ceffylau. Mae'r busnesau bach o dan yr un perygl ac mae angen yr un cymorth arnynt.

Beth am y polisi gwych o ladd-dai mawr a gorau po fwyaf, sydd wedi arwain at yr holl anifeiliaid hyn yn teithio pellteroedd mawr? Beth am y milfeddygon, y gwiriadau a'r fiwrocratiaeth? Beth sydd wedi dod o hynny

tape? What has all that come to now? As has been said, when this disease is under control—as it will be, however bleak the outlook is now—it must lead to a root and branch review of how we produce our food. Every opportunity must be given to those who are suffering so severely to have their say. There must be no fudging of what needs to be done, however costly, to achieve a safe, welfare-friendly and decent living for our rural communities. Money is available, although we probably do not have enough in the Assembly's coffers. It is important that Carwyn makes strong representations to Westminster to ensure that farmers in Wales receive the same treatment as those in England. It is also essential to ensure that funds are available for tourism and all the small traders and businesses that have been dragged unwittingly into poverty as a result of foot and mouth disease. We must not spare the cash to ensure that the countryside is back on course soon.

**Glyn Davies:** Elin Jones's opening remarks were unworthy of her. I will say no more on that.

During the 22 months that I have served as an Assembly Member, the most shocking announcement that I have heard was that made by the Minister for Rural Affairs last Thursday, when he stated that the sheep present at Welshpool livestock market on 19 February were to be slaughtered, as were all animals with which they had come into contact. As I heard those words fall from his lips, I knew that it meant the slaughter of perhaps 100,000 sheep and several thousand cattle. On Friday morning, the Assembly's message remained the same. However, I am grateful that, by the afternoon, the Minister had stated that cattle would not be included in the slaughter, at least not automatically.

However, the announcement is still shocking. We still do not know exactly how many sheep will be identified as dangerous contacts. I know of one man who took sheep from Welshpool on 19 February who has 12,000 sheep. There are many others who own thousands of sheep. The scale of the slaughter will be heartbreaking and breathtaking.

oll? Fel y dywedwyd, pan fydd y clwyf hwn o dan reolaeth—fel y bydd, waeth pa mor ddu yw'r rhagolygon ar hyn o bryd—rhaid iddo arwain at adolygiad o'r bôn i'r brig o'r ffordd y cynhyrchwn ein bwyd. Rhaid rhoi pob cyfle i'r rhai sydd yn dioddef mor enbyd leisio barn. Rhaid inni beidio ag osgoi'r hyn sydd angen ei wneud, waeth beth fo'r gost, er mwyn sicrhau bywoliaeth ddiogel, ddechrau ac un sydd yn ystyried lles i'n cymunedau gwledig. Mae arian ar gael, ond mae'n bosibl nad oes digon yng nghoffrau'r Cynulliad. Mae'n bwysig bod Carwyn yn gwneud sylwadau cadarn i San Steffan er mwyn sicrhau bod ffermwyr Cymru yn cael eu trin yn yr un ffordd â ffermwyr yn Lloegr. Mae'n hanfodol hefyd sicrhau bod arian ar gael ar gyfer twristiaeth a phob masnachwr a busnes bach sydd wedi dioddef cyni yn ddiarwybod o ganlyniad i glwy'r traed a'r genau. Rhaid inni roi'r arian i sicrhau y bydd cefn gwlad yn ôl ar y trywydd iawn yn fuan.

**Glyn Davies:** Bu sylwadau agoriadol Elin Jones yn annheilwng ohoni. Ni ddywedaf ragor am hynny.

Yn ystod y 22 mis y bûm yn gwasanaethu fel Aelod o'r Cynulliad, y cyhoeddiad mwyaf arswydus a glywais oedd yr un gan y Gweinidog dros Faterion Gwledig ddydd Iau diwethaf, pan nododd y byddai'r defaid a fu ym marchnad da byw y Trallwng ar 19 Chwefror yn cael eu lladd, yn ogystal â'r holl anifeiliaid a fu mewn cysylltiad â hwy. Wrth imi wrando arno yn dweud y geiriau hynny, gwyddwn y golygai hynny ladd hyd at 100,000 o ddefaid a rhai miloedd o wartheg. Fore dydd Gwener, yr un fu neges y Cynulliad. Fodd bynnag, yr wyf yn ddiolchgar, erbyn y prynhawn, i'r Gweinidog nodi na fyddai'r gwartheg yn cael eu difa, o leiaf nid o reidrwydd.

Fodd bynnag, mae'r cyhoeddiad yn parhau yn arswydus. Ni wyddom o hyd faint o ddefaid a gaiff eu nodi yn gysylltiadau peryglus. Gwn fod gan un o'r dynion a aeth â defaid o'r Trallwng ar 19 Chwefror 12,000 o ddefaid. Mae llawer o ffermwyr eraill sydd yn berchen ar filoedd o ddefaid. Bydd maint y lladd yn dorcalonnus ac yn echrydus.

From the first day of this outbreak, 20 February, I have predicted that what has happened would happen. I admit to being an extremist about how Britain should have reacted. We did not act radically or quickly enough.

During my previous brief contributions to the Assembly on this issue, I have sought to draw on and convey to the Assembly my experience of the 1967 outbreak, of how the agricultural industry works and of work on rural development. Rural Britain is facing an economic disaster, the sheer scale of which we cannot yet assess. When I disagree with the Minister on some points, I discuss them with him and put my suggestions to the Government. However, we must work together on this. The people who are forced to watch helplessly as their livestock and their lifetime's work fall away before their eyes want a constructive approach.

I want the Government to do more to communicate. I will speak specifically about Welshpool. The Minister for Rural Affairs, the Chief Veterinary Officer or the First Minister should visit Welshpool, armed with scientific reasons for the mass slaughter of perhaps 100,000 sheep. One of the three must explain why it is believed that the market held in Welshpool on 19 February brought the disease to Montgomeryshire. I would never ask the Minister to ignore scientific advice, and I would never ignore it myself. However, when the impact is as great as this, that advice must be fully explained. The letter sent out by the Minister today is insufficient to do that. I want him to tell us that this mass slaughter will be carried out with common sense and reason. Are we really going to slaughter 1,400 breeding ewes because of one cade lamb? Are we really going to wipe out bloodlines that go back generations without careful thought? I expect him to answer 'no' to those two questions.

3:40 p.m.

There is a desperate position of animals on tack. Others have spoken of it. There is an equally desperate position of farmers and animals trapped within infected areas without

O ddiwrnod cyntaf yr argyfwng hwn, sef 20 Chwefror, rhagwelais y byddai'r hyn a ddigwyddodd yn digwydd. Cyfaddefaf imi fod yn eithafol o ran y ffordd y dylai Prydain fod wedi ymateb. Ni weithredwyd yn ddigon llym nac yn ddigon cyflym.

Yn ystod fy nghyfraniadau byr, blaenorol i'r Cynulliad ar y mater hwn, ceisiais ddefnyddio fy mhrofiad o'r argyfwng yn 1967 a'i gyfleu i'r Cynulliad, a'r ffordd y mae'r diwydiant amaethyddol yn gweithio a'r gwaith ar ddatblygu gwledig. Mae cefn gwlad Prydain yn wynebu trychineb economaidd, na allwn hyd yn oed ei mesur ar hyn o bryd. Lle y byddaf yn anghytuno â'r Gweinidog ar rai pwyntiau, fe'u trafodaf ag ef gan roi fy awgrymiadau i'r Llywodraeth. Fodd bynnag, rhaid inni gydweithio ar hyn. Bydd y bobl sydd yn gorfod edrych yn ddiymgeledd wrth i'w hanifeiliaid a llafur bywyd gael eu dinistrio o flaen eu llygaid am gael ymagwedd adeiladol.

Hoffwn pe bai'r Llywodraeth yn cyfathrebu mwy. Siaradaf yn benodol am y Trallwng. Dylai'r Gweinidog dros Faterion Gwledig, y Prif Swyddog Milfeddygol neu'r Prif Weinidog ymweld â'r Trallwng, gan ddod â'r rhesymau gwyddonol dros ladd hyd at 100,000 o ddefaid. Rhaid i un o'r tri egluro pam y credir i'r farchnad a gynhaliwyd yn y Trallwng ar 19 Chwefror ledaenu'r clwyf i Sir Drefaldwyn. Ni ofynnwn byth i'r Gweinidog ddiystyru cyngor gwyddonol, ac ni fyddwn innau yn ei ddiystyru. Fodd bynnag, pan fo cymaint o sgîl-ffaith, rhaid i'r cyngor hwnnw gael ei egluro'n llawn. Nid yw'r llythyr a anfonwyd gan y Gweinidog heddiw yn ddigonol o ran gwneud hynny. Yr wyf am iddo ddweud wrthym y caiff y lladdfa hon ei gweithredu â synnwyr cyffredin a rhesymeg. A ydym wir yn mynd i ladd 1,400 o ddefaid magu oherwydd un oen lawfaeth? A ydym yn wir yn mynd i ddifa hiliau sydd yn mynd yn ôl genedlaethau heb ystyriaeth ofalus? Disgwyliaf iddo ateb 'na' i'r ddau gwestiwn hynny?

Ceir sefyllfa druenus o ran anifeiliaid tac. Bu Aelodau eraill yn sôn am hynny. Mae'r sefyllfa yr un mor druenus i ffermwyr ac anifeiliaid sydd wedi eu dal mewn ardaloedd

food or answers. A decision must be taken on these issues as soon as possible. People are desperate for answers.

We must also consider the future of the rural economy. This issue is much wider than agriculture. This is a UK issue and there will have to be a UK response. However, this will not be enough in Wales. The Wales that I know best is rural Wales, which is in deep trouble. The Assembly must respond specifically in Wales. If it does not, rural Wales will ask, 'What is the National Assembly for?' I will find it incomprehensible if the Government does not come forward with at least some adjustment to its budget plans. I will also find it incomprehensible if the Westminster Government does not use a large part of its huge current surplus to repair the massive damage that has been wrought upon the rural economy.

Most of all, we must have leadership in the National Assembly from the First Minister. Since you assumed your position as First Minister, I have sometimes been less than generous in the comments that I have made to you and about you. However, this is your chance. Rural Wales is looking to you for real leadership. The hour has come, but will the man?

**Ieuan Wyn Jones:** Yn gyntaf, diolchaf i Weithrediaeth y Cynulliad am gytuno i ganiatáu amser i gynnal y ddatl hon. Bu'n drafodaeth bwysig ac, yn naturiol, mae nifer o Aelodau sydd yn cynrychioli ardaloedd gwledig wedi siarad â chryn emosiwn. Mae'n bwysig ein bod yn siarad ac yn lleisio'n barn, ac mae'n briodol, o bryd i'w gilydd, wneud hynny ag emosiwn.

Cynrychiolaf innau ardal sydd wedi dioddef yn enbyd o'r haint hwn. Yr wyf yn adnabod nifer o deuluoedd o ffermwyr ym Môn yn bersonol. Gwn eu bod yn mynd drwy wewyr a loes difrifol yn sgîl yr hyn sydd wedi digwydd iddynt hwy a'u ffermydd. Yr wyf yn siŵr bod y Cynulliad wedi cydymdeimlo â hwy yn y dyddiau anodd y maent wedi eu hwynebu yn ystod yr wythnosau diwethaf.

Mae teimlad cyffredinol yn yr etholaeth yr

heintus heb fwyd nac atebion. Rhaid gwneud penderfyniad ar y materion hyn mor fuan â phosibl. Mae pobl yn erfyn am atebion.

Rhaid inni hefyd ystyried dyfodol yr economi wledig. Mae'r mater hwn yn llawer ehangach nac amaethyddiaeth. Mater i'r DU ydyw a bydd yn rhaid cael ateb ar draws y DU. Fodd bynnag, ni fydd hyn yn ddigon yng Nghymru. Y Gymru sydd fwyaf cyfarwydd imi yw Cymru wledig, sydd mewn trafferthion dybryd. Rhaid i'r Cynulliad ymateb mewn modd penodol yng Nghymru. Oni wna hynny, bydd Cymru wledig yn gofyn, 'Beth yw diben y Cynulliad Cenedlaethol?' Bydd yn amhosibl imi ei deall os na fydd y Llywodraeth yn addasu rhywfaint ar ei chynlluniau cyllidebol. Ni fyddaf yn ei deall ychwaith os na fydd Llywodraeth San Steffan yn defnyddio rhan helaeth o'i gwarged enfawr presennol i gywiro'r niwed enfawr a barwyd i'r economi wledig.

Yn anad dim, rhaid inni gael arweiniad yn y Cynulliad Cenedlaethol gan Brif Weinidog Cymru. Ers ichi ymgymryd â'ch swydd fel Prif Weinidog Cymru, nid wyf wedi bod yn or-hael yn y sylwadau a wneuthum ichi ac amdanoch. Fodd bynnag, dyma'ch cyfle. Mae Cymru wledig yn edrych arnoch am arweiniad gwirioneddol. Daeth yr awr, ond a ddaw'r dyn?

**Ieuan Wyn Jones:** First, I thank the Assembly Executive for agreeing to allow time to hold this debate. It has been an important discussion and, naturally, many Members who represent rural areas have spoken with considerable emotion. It is important that we speak and voice our opinions, and it is sometimes appropriate that we do so with emotion.

I represent an area that has suffered dreadfully from this disease. I know many farming families in Anglesey personally. I know that they are facing dreadful anguish and pain as a consequence of what has happened to them and to their farms. I am sure that the Assembly has sympathised with them during the difficult days that they have faced over the past weeks.

There is a general feeling in the constituency



wyf yn ei chrychioli—a rhannaf y teimlad hwnnw—y byddai'n gwbl anghyfrifol pe byddai'r Llywodraeth yn Llundain yn penderfynu galw etholiad ar yr adeg hon. Câi hynny ei ystyried yn gwbl ansensitif.

Er bod ffermwyr Môn wedi cefnogi popeth y mae'r Llywodraeth yn y Cynulliad wedi ei wneud hyd yma, maent yn bryderus ynglŷn â'r oedi rhwng yr adeg pan dybir bod y clwyf ar y tir a'r adeg pan fo'r anifeiliaid yn cael eu difa. Mae Carwyn wedi ei gwneud yn glir y gwneir popeth o fewn gallu'r swyddogion i sicrhau bod hynny'n digwydd yn fuan, ond mae pryder ynglŷn â'r oedi sydd wedi digwydd.

Mae posibilrwydd cryf y gallai'r haint hwn fod wedi ei gario ar y gwynt yn y gwyntoedd cryf diweddar yn ardaloedd Môn ac Eryri. Gobeithiaf y byddwn yn gallu symud ymlaen yn gynt, rhag ofn i'r haint ledaenu i'r mynyddoedd.

Mae Carwyn yn cydnabod bod yr argyfwng yng Nghymru yn fwy difrifol nag yr oedd yn 1967. Ategfaf eiriau Glyn Davies. Er bod cefnogaeth gyffredinol ymysg y diwydiant amaethyddiaeth a'r ffermwyr i'r camau y mae'r Llywodraeth wedi eu cymryd hyd yma, ni allwn gymryd y gefnogaeth honno yn ganiataol. Ategfaf yn gryf y pwynt a wnaeth Glyn. Gobeithiaf y bydd modd i Carwyn, ac o bosibl, i Brif Weinidog Cymru, wneud popeth o fewn eu gallu i sicrhau bod ffermwyr yn deall pam y gwneir y penderfyniadau hyn. Sylweddolwn y'u gwneir ar sail wyddonol ond mae'n bwysig ein bod yn cario'r diwydiant amaethyddiaeth gyda ni ar bob penderfyniad. Os bydd y Llywodraeth yn ystyried difa anifeiliaid mewn unrhyw gylch y tu allan i'r Trallwng, er enghraifft ym Môn, pwysaf ar Carwyn ac eraill i siarad â'r ffermwyr er mwyn egluro'r cefndir, cyn gwneud y penderfyniad.

Cyfeiriaf yn fyr at y cymorth y bydd ei angen ar y diwydiant amaethyddiaeth a'r diwydiant twristiaeth yn sgîl yr hyn sydd wedi digwydd. Mae argyfwng gwirioneddol yn bodoli yn ein cymunedau gwledig. Mae angen pecyn ariannol sylweddol i gefnogi'r diwydiannau hyn a gofynnaf i'r arian hwn fod yn ychwanegol at yr arian yng nghyllideb y Cynulliad. Pwysleisiaf y byddai canran dan

that I represent—and I share that feeling—that it would be totally irresponsible for the Government in London to decide to call an election at this time. That would be seen as totally insensitive.

Although farmers in Anglesey have hitherto supported everything that the Assembly Government has done, they are concerned about the delay between the suspicion of a case and the time when the animals are culled. Carwyn has made it clear that everything within officials' ability is being done to ensure that that happens quickly, but there is concern about the delays that have occurred.

There is a strong possibility that this infection may have been carried by the recent strong winds in Anglesey and Snowdonia. I hope that we can proceed at pace, in case the infection spreads to the mountains.

Carwyn acknowledges that the crisis in Wales is more serious than it was in 1967. I reiterate Glyn Davies's words. Although there is general support among the agricultural industry and farmers for the steps that the Government has taken to date, we cannot take that support for granted. I strongly support the point made by Glyn. I hope that Carwyn, and possibly the First Minister, will do everything in their power to ensure that farmers understand why these decisions are made. We realise that they are made on a scientific basis, but it is important that we carry the agricultural industry with us on each decision. If the Government considers culling in any area outside Welshpool, for example, Anglesey, I urge Carwyn and others to speak to farmers to explain the background before that decision is made.

I refer briefly to the assistance that the agricultural industry and the tourist industry will require as a consequence of these events. There is a serious crisis in our rural areas. We need a substantial financial package to support these industries and I ask for this money to be over and above the Assembly's budget. I emphasise that the percentage under the Barnett formula would be insufficient as

fformwla Barnett yn annigonol gan fod Cymru, ar gyfartaledd, yn fwy dibynnol ar y diwydiant amaethyddiaeth a thwristiaeth na gweddill gwledydd Prydain.

Yn y lle cyntaf, gofynnaf i'r tasglu yng Nghymru, mewn cydweithrediad â thasglu'r DU, sicrhau y daw cymorth o'r Cynulliad o safbwynt treth busnes. Hefyd, dylem edrych at y Llywodraeth yn San Steffan i sicrhau canllawiau ynghylch taliadau treth ar werth a threth incwm ac i bwysu ar y banciau i helpu. Pan fydd ar y diwydiant twristiaeth angen arian i hybu'r diwydiant, dylai'r Llywodraeth sicrhau y bydd yr arian yn ychwanegol at yr hyn sydd ganddo ar hyn o bryd. Yr ydym mewn argyfwng ac edrychwn am arweiniad.

**Carwyn Jones:** Codwyd nifer o bwyntiau yn ystod y ddadl. Dechreuaf gyda'r hyn a ddywedodd Elin ynglŷn â newid yn y polisi gwyddonol. Yr ateb a roddir i'r cwestiwn gan y milfeddygon yw ei bod yn bwysig gwybod am leoliad y clwyf er mwyn gwybod a oedd y clwyf yn lledu i ardaloedd newydd. Rhaid oedd sicrhau eu bod yn gwybod union leoliad yr haint ar y pryd. Erbyn hyn, mae pethau wedi newid, ond gan fod yr amgylchiadau wedi newid hefyd, y mae'n naturiol bod y milfeddygon yn edrych unwaith eto ar eu strategaeth er mwyn sicrhau y daw'r haint o dan reolaeth.

Mick raised a number of points. An open letter has been sent to farmers via the press because we must ensure that everyone gets access to the information at the same time. The letter explains to farmers in north Powys the reasoning behind the slaughter. An information package is being sent out to farmers covering many topics, such as how to obtain licences. The volume of information is such that, although the Assembly gave extra guidelines to the Post Office, distribution outweighs the risk of spreading the disease. The information that went by post is not likely to become out of date quickly. This was the other difficulty that we faced. I have adopted a policy of regular radio broadcasts, and newspaper advertisements and reports. The National Assembly has helplines, the animal health offices have contact telephone numbers, and the farming unions have been helpful. It was even suggested to me yesterday that I had not appeared on

Wales, on average, is far more dependent on the agricultural industry than the rest of Britain.

First, I ask that the taskforce in Wales, in co-operation with the UK taskforce, ensures that aid comes from the Assembly as regards business rates. We should also look to the Westminster Government to ensure that guidelines are issued on VAT and income tax payments and to put pressure on the banks to help. When the tourist industry needs funding to support the industry, the Government should ensure that that money will be in addition to the sums that it currently receives. We are in crisis and we look for leadership.

**Carwyn Jones:** Many points were raised during the debate. I start with Elin's point about the change in the scientific policy. The answer given to this question by the vets is that it was important to locate the infection in order to know whether it was spreading to other areas. We had to ensure that they knew exactly where the infection was located at the time. Things have changed, but as the circumstances have also changed, it is natural that the vets re-consider their strategy in order to ensure that the infection is controlled.

Cododd Mick nifer o bwyntiau. Anfonwyd llythyr agored at y ffermwyr drwy'r wasg am fod yn rhaid inni sicrhau y caiff pawb yr wybodaeth ar yr un pryd. Mae'r llythyr yn egluro'r rhesymau dros y difa i ffermwyr yng ngogledd Powys. Caiff pecyn gwybodaeth ei anfon i ffermwyr a fydd yn cwmpasu llawer o bynciau, megis sut i gael trwyddedau. Mae cymaint o wybodaeth, nes bod ei dosbarthu, er i'r Cynulliad roi canllawiau ychwanegol i Swyddfa'r Post, yn gorbwysu'r risg o ledaenu'r clwyf. Mae'n debyg na fydd angen diweddarau'r wybodaeth a anfonwyd drwy'r post yn fuan. Dyna'r anhawster arall yr oeddem yn ei wynebu. Yr wyf wedi mabwysiadu polisi o ddarllediadau rheolaidd ar y radio a hysbysebion ac adroddiadau yn y papurau newydd. Mae gan y Cynulliad Cenedlaethol linellau cymorth, mae rhifau ffôn cyswllt gan y swyddfeydd iechyd anifeiliaid, ac mae'r undebau ffermio wedi bod o gymorth. Bu hyd yn oed awgrym ddoe

television enough over the past three weeks. I am sure that people are fed up of seeing my face on television, but you cannot please everybody.

The incubation period in sheep is 21 days. However, difficulty exists if the disease is being missed in sheep. The incubation period then becomes more irrelevant. That is why we must get to grips with the disease in sheep where the symptoms are being missed. Many Members have asked how many sheep are involved. The latest estimate is 43,500, but that is subject to change. At the moment, that is the best guess. As for what happens to farms with dangerous contacts, once the dangerous contacts are removed from the farms, they can return to normal, more or less. They are not in the same category as farms with suspect cases or confirmed cases, as I understand it.

3:50 p.m.

On valuers and contractors, we try to use contractors where we can, but how that is done is a matter for the vets on the ground. Farmers have a choice of which valuers to use, so it is a matter for them if they do not use local valuers. On the tack situation that has been raised many times by different speakers, we are ready to implement a system of issuing licences to farmers to move animals that are on tack, in appropriate situations. We are also ready to implement a welfare disposal scheme that we hope will also apply to farmers who have animals within infected areas and cannot be moved. We hope to finalise that as soon as possible today or tomorrow.

The lack of disinfecting centres is holding us up at the moment. To obtain a licence, the farmer must specify a disinfecting centre that will be used to disinfect the vehicles that will carry the animals. I appeal particularly to marts in north Wales to come forward to be used as disinfecting centres. I hope that that message is heard, as we do not have enough in the north at present. This would not jeopardise applications to become collection

nad oeddwn wedi ymddangos ar y teledu ddigon yn ystod y tair wythnos diwethaf. Yr wyf yn siŵr bod pobl yn diflasu ar weld fy wyneb ar y teledu, ond ni allwch fodloni pawb.

Y cyfnod heintus ar gyfer defaid yw 21 diwrnod. Fodd bynnag, mae anhawster os caiff y clwyf ei golli mewn defaid. Yna bydd y cyfnod heintus yn amherthnasol. Dyna pam bod yn rhaid inni fynd i'r afael â'r clwyf mewn defaid lle y collir symptomau. Gofynnodd llawer o'r Aelodau faint o ddefaid sydd dan sylw. Yr amcangyfrif diwetharaf yw 43,500, ond gall hynny newid. Ar hyn o bryd, dyna'r amcangyfrif gorau posibl. O ran yr hyn a ddigwydd i ffermydd â chysylltiadau peryglus, unwaith y caiff y cysylltiadau peryglus eu symud o'r ffermydd, gallant weithredu eto fel y maent fel arfer, fwy neu lai. Nid ydynt yn yr un categori â ffermydd ag achosion a amheuir neu achosion a gadarnhawyd, hyd y gwn i.

O ran priswyr a chontractwyr, ceisiwn ddefnyddio contractwyr lle y gallwn, ond y milfeddygon ar lawr gwlad sydd yn penderfynu sut i wneud hynny. Mae gan ffermwyr ddewis o briswyr i'w defnyddio, felly eu penderfyniad hwy ydyw os nad ydynt yn defnyddio priswyr lleol. O ran y sefyllfa tac a godwyd sawl gwaith gan wahanol siaradwyr, yr ydym ar fin gweithredu system o ddsbarthu trwyddedau i ffermwyr symud anifeiliaid tac, lle bo hynny'n briodol. Yr ydym hefyd ar fin gweithredu cynllun gwaredu lles a fydd, gobeithio, hefyd yn berthnasol i ffermwyr ag anifeiliaid o fewn ardaloedd heintus na ellir eu symud. Gobeithiwn gwblhau'r cynllun hwnnw yn derfynol mor fuan â phosibl heddiw neu yfory.

Mae prinder canolfannau diheintio yn ein llesteirio ar hyn o bryd. Er mwyn cael trwydded, rhaid i'r ffermwr nodi canolfan ddiheintio a gaiff ei defnyddio i ddiheintio'r cerbydau a fydd yn cludo'r anifeiliaid. Apeliaf yn arbennig i farchnadoedd yng ngogledd Cymru wirfoddoli i fod yn ganolfannau diheintio. Gobeithiaf y gwrandewir ar y neges honno, gan nad oes digon gennym yn y gogledd ar hyn o bryd. Ni

centres in the future in any way. There is no connection between the two. If marts have the appropriate facilities, I appeal to them to come forward and offer the much needed facility for farmers.

As for the Army, it is not being used for enforcement purposes. It will only help out where necessary.

Nick referred to the rural taskforce. It has been set up at UK level and in many ways it is a replica of our rural partnership. I am happy that we are working well with the UK taskforce and that a taskforce will be set up in Wales.

The veterinary advice on the Carlisle versus Cardiff match was that an urban to urban movement was not a problem.

Guidelines have gone out today stating that there is no reason to keep footpaths closed where there is no veterinary reason to do so. That point must be emphasised. I stress that the guidelines have been drawn up by vets. Alun Cairns made a point about local authorities. Local authorities know their areas better than anyone, they know their footpaths and have a better idea of the detail of the footpath network in their areas. Where they need specific advice, the National Assembly's door is open.

I know that my five minutes are up, Llywydd, but I have several points.

**The Presiding Officer:** You may continue.

**Carwyn Jones:** Thank you.

Soniodd Rhodri Glyn am y cysylltiadau rhwng mart y Trallwng a'r ffermydd. Mae un cysylltiad clir iawn ac eraill lle y mae'r dystiolaeth yn gryf, ond yn amgylchiadol. Wrth edrych ar y dystiolaeth hon, mae'r milfeddygon wedi penderfynu na allwn oedi a bod yn rhaid cael rheolaeth ar y sefyllfa a sicrhau nad yw'r haint yn lledu ymhellach. Byddai dechrau brechu yn dangos bod y

fyddai hynny'n rhoi ceisiadau i fod yn ganolfannau casglu yn y fantol yn y dyfodol mewn unrhyw ffordd. Nid oes unrhyw gysylltiad rhwng y ddau. Os bydd gan farchnadoedd y cyfleusterau priodol, apelïaf arnynt i gynnig y cyfleuster hwn y mae ei angen yn ddybryd ar y ffermwyr.

O ran y Fyddin, ni chaiff ei defnyddio at ddibenion gorfodi. Ni fydd ond yn helpu lle bo angen.

Cyfeiriodd Nick at y tasglu gwledig. Fe'i sefydlwyd ar lefel y DU ac mewn sawl ffordd mae'n efelychu ein partneriaeth wledig ni. Yr wyf yn fodlon ein bod yn cydweithio'n dda â thasglu'r DU ac y caiff tasglu ei sefydlu yng Nghymru.

O ran y gêm rhwng Caerliwelydd a Chaerdydd, yn ôl cyngor y milfeddygon nid oedd symud o ardal drefol i ardal drefol yn broblem.

Dosbarthwyd canllawiau heddiw sydd yn nodi nad oes unrhyw reswm dros gadw llwybrau troed ar gau lle nad oes unrhyw reswm milfeddygol dros wneud hynny. Rhaid pwysleisio'r pwynt hwnnw. Pwysleisïaf y ffaith mai milfeddygon a luniodd y canllawiau. Gwnaeth Alun Cairns bwynt ynglŷn â'r awdurdodau lleol. Mae'r awdurdodau lleol yn adnabod eu hardaloedd yn well nac unrhyw un arall ac mae ganddynt well syniad o fanylion y rhwydwaith llwybrau troed yn eu hardaloedd. Os bydd angen cyngor penodol arnynt, mae drws y Cynulliad Cenedlaethol ar agor iddynt.

Gwn fod fy mhun munud ar ben Lywydd, ond mae sawl pwynt gennyf.

**Y Llywydd:** Cewch barhau.

**Carwyn Jones:** Diolch.

Rhodri Glyn mentioned the links between the Welshpool mart and farms. There is one very clear link and others where the evidence is strong, but circumstantial. In examining that evidence, vets have decided that we cannot delay and that we must get to grips with the situation to ensure that the infection does not spread further. Starting on a programme of vaccination would show that the battle has

frwydr wedi'i cholli.

Alun Cairns raised the issue of access roads. The risk of spreading disease by travelling on metalled roads is almost nil. That is not regarded as a vector for the spread of the disease. Putting disinfectant mats on metalled roads would make no difference. Our experience of disinfectant mats on the Menai and Britannia bridges has shown that they are not effective, as they tear up quickly. I know why that issue has been raised, but they would make minimal difference to the possibility of the disease spreading.

As for animals on common land within areas that are free of the disease, it is important that they are not moved in any way outside the licensing system.

Kirsty raised an important point about the importation of meat into this country. There is no evidence that meat imported in the conventional sense caused this outbreak. There are several possibilities. I do not want to prejudge them, but it could have been an airline meal or it could even have been somebody who travelled from an infected farm abroad to a farm in the UK. There are several possible vectors. They are currently under investigation and we await the result of that investigation. There is nothing peculiar about the United Kingdom's controls, which made it more likely to develop foot and mouth disease than any other European country. It is sheer bad luck.

You asked about the promotion of Welsh meat in the future. I have already met with Welsh Lamb and Beef Promotions Limited. It intends to target the home market as aggressively as possible until we have access to the overseas markets once again. However, in terms of price competition, our main competitors are the Republic of Ireland and New Zealand, which are free of foot and mouth disease. There is no way that we can consider banning meat imported from those two countries purely on welfare grounds, although I take into account that there have been difficulties in terms of the discovery of specified risk material in imports from the Republic of Ireland. That issue has been taken up by the European Union. However,

been lost.

Cododd Alun Cairns y mater o ffyrdd mynediad. Nid oes unrhyw risg bron o ledaenu'r clwyf drwy deithio ar ffyrdd metlin. Nid ystyrir hynny yn fector ar gyfer lledaenu'r clwyf. Ni fyddai rhoi matiau diheintio ar ffyrdd metlin yn gwneud unrhyw wahaniaeth. Dengys ein profiad o fatiau diheintio ar bont Menai a phont Britannia nad ydynt yn effeithiol, gan eu bod yn rhwygo'n fuan. Gwn pam y codwyd y mater hwnnw, ond go brin y byddent yn gwneud unrhyw wahaniaeth i'r posibilrwydd o ledaenu'r clwyf.

O ran anifeiliaid ar dir comin o fewn ardaloedd sydd yn rhydd o'r clwyf, mae'n bwysig na chânt eu symud o gwbl y tu allan i'r system drwyddedu.

Cododd Kirsty bwynt pwysig ynglŷn â mewnfario cig i'r wlad hon. Nid oes unrhyw dystiolaeth i gig a fewnforiwyd yn yr ystyr arferol beri'r argyfwng hwn. Mae sawl posibilrwydd. Nid wyf am achub y blaen, ond gellid bod yn bryd o fwyd ar awyren neu hyd yn oed rywun yn teithio o fferm heintus dramor i fferm yn y DU. Mae sawl fector posibl. Ymchwilir iddynt ar hyn o bryd ac yr ydym yn disgwyl canlyniadau'r ymchwiliad hwnnw. Nid oes unrhyw beth arbennig o ran rheolaethau'r Deyrnas Unedig, sydd yn peri iddi fod yn fwy tebygol o ddatblygu clwy'r traed a'r genau nac unrhyw wlad arall yn Ewrop. Anffawd llwyr ydyw.

Gofynasoch am hyrwyddo cig o Gymru yn y dyfodol. Yr wyf eisoes wedi cwrdd â Hybu Cig Oen a Chig Eidion Cymru Cyfyngedig. Mae'n bwriadu targedu'r farchnad gartref mor gadarn â phosibl nes y bydd gennym fynediad i farchnadoedd tramor unwaith eto. Fodd bynnag, o safbwynt y gystadleuaeth o ran pris, ein prif gystadleuwyr yw Gweriniaeth Iwerddon a Seland Newydd, sydd yn rhydd o glwy'r traed a'r genau. Nid oes unrhyw fodd inni ystyried gwahardd cig a fewnforiwyd o'r ddwy wlad hon ar sail lles yn unig, er y gallaf ystyried y ffaith inni gael anawsterau ar ôl canfod deunydd â risg benodol iddo mewn mewnfario o Weriniaeth Iwerddon. Codwyd y mater hwnnw gan yr Undeb Ewropeaidd. Fodd

whether we should import meat in terms of infection and welfare are two different matters and they will be debated in due course. There must be an inquiry and debate as to how exactly the disease came into the UK.

Karen raised the point about Llysfasi. I understand that that is currently under discussion with education officials. Glyn raised the question of slaughtering livestock. I make it clear that we are only considering slaughtering sheep. Cattle will only be slaughtered where they exhibit signs of the disease. It is much easier to spot signs of the disease in cattle than in sheep.

Christine Gwyther raised the point about the Post Office's objection to disinfectant. I was not aware of that. The Post Office received guidelines from the National Assembly in addition to guidelines from MAFF.

**Rhodri Glyn Thomas:** Codais bwynt ynglŷn â maint y difa, a gwnaeth Glyn Davies sylw ar y mater. A allwch chi gadarnhau neu amcangyfrif nifer yr anifeiliaid yr ydym yn sôn amdanynt?

**Carwyn Jones:** Yr ydym yn siarad am 43,000 o ddefaid.

Glyn made a point about tracing lambs brought back from market by farmers via Welshpool mart. That is not the problem. It is possible to trace the animals that went through the mart that day. The problem arises from the private deals that take place. They are not illegal, but together with the size of the markets, for which there are no records, they cause problems. Those private deals—and there is nothing wrong with them—make it more difficult to trace the sheep. That is why according to the vets, action such as this must be taken, in view of the links that have already been established.

I understand that there will be an announcement in Parliament this afternoon about the implementation of a package of measures to help the rural economy. We all await that announcement with interest. In

bynag, mae'r cwestiwn pa un a ddylem fewnforio cig ai peidio ar sail haint a lles yn ddau fater gwahanol a chânt eu trafod maes o law. Rhaid cynnal ymchwiliad a dadl ynghylch sut yn union y daeth y clwyf i mewn i'r DU.

Cododd Karen y pwynt am Lysfasi. Deallaf fod hynny'n cael ei drafod â swyddogion addysg ar hyn o bryd. Cododd Glyn y mater o ladd anifeiliaid. Eglurais ein bod ond yn ystyried lladd defaid. Ni chaiff gwartheg eu lladd oni fyddant yn dangos arwyddion o'r clwyf. Mae'n llawer haws canfod y clwyf mewn gwartheg na defaid.

Cododd Christine Gwyther y pwynt am wrthwynebiad Swyddfa'r Post i ddiheintydd. Nid oeddwn yn ymwybodol o hynny. Cafodd Swyddfa'r Post ganllawiau gan y Cynulliad Cenedlaethol yn ogystal â chanllawiau gan y Weinyddiaeth Amaethyddiaeth, Pysgodfeydd a Bwyd.

**Rhodri Glyn Thomas:** I raised the point about the scale of the cull and Glyn Davies commented on the matter. Can you confirm or estimate how many animals we are talking about?

**Carwyn Jones:** We are talking about 43,000 sheep.

Gwnaeth Glyn bwynt am olrhain wŷn a ddygwyd yn ôl o'r farchnad gan ffermwyr drwy farchnad y Trallwng. Nid hynny yw'r broblem. Mae'n bosibl olrhain yr anifeiliaid a aeth drwy'r farchnad ar y diwrnod hwnnw. Cyfyd problem yn sgîl y bargeinion preifat a darwyd. Nid ydynt yn anghyfreithlon, ond ynghyd â maint y marchnadoedd, nad oes cofnodion ar eu cyfer, maent yn achosi problemau. Oherwydd y bargeinion preifat hynny—a nid oes dim byd yn bod arnynt—mae'n anos olrhain y defaid. Dyna pam bod yn rhaid cymryd camau o'r fath, yn ôl y milfeddygon, o ystyried y cysylltiadau a wnaethpwyd eisoes.

Deallaf y bydd cyhoeddiad yn y Senedd y prynhawn yma ynglŷn â gweithredu cyfres o fesurau er mwyn helpu'r economi wledig. Yr ydym oll yn disgwyl y cyhoeddiad hwnnw yn eiddgar. O ran cynllun adfer gwledig,

terms of a rural recovery plan, I announced last week that I will form a working group from the rural partnership. The terms of reference will be announced tomorrow. It will meet as soon as possible and its key task will be to prepare a rural recovery plan to help the wider rural economy bounce back. That will be done in tandem and full consultation with the UK taskforce. The UK and Wales are a team on this issue. There is no question of any division or difficulty. The disease knows no boundaries and we are working well together.

I wish to respond to Delyth Evans's point. I recognise the grave difficulties currently faced by the rural economy. Everything that can be done to help the rural economy recover will be done.

4:00 p.m.

*Gwelliant 1: O blaid 49, Ymatal 0, Yn erbyn 0.  
Amendment 1: For 49, Abstain 0, Against 0.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Barrett, Lorraine  
Bates, Mick  
Black, Peter  
Bourne, Nick  
Butler, Rosemary  
Cairns, Alun  
Dafis, Cynog  
Davidson, Jane  
Davies, Andrew  
Davies, David  
Davies, Geraint  
Davies, Glyn  
Davies, Janet  
Davies, Ron  
Essex, Sue  
Evans, Delyth  
Feld, Val  
Gibbons, Brian  
Graham, William  
Gregory, Janice  
Griffiths, John  
Gwyther, Christine  
Halford, Alison  
Hutt, Jane  
Jones, Ann  
Jones, Carwyn  
Jones, Elin  
Jones, Gareth  
Jones, Helen Mary  
Jones, Ieuan Wyn  
Law, Peter  
Lewis, Huw  
Lloyd, David  
Melding, David

cyhoeddais yr wythnos diwethaf y byddaf yn sefydlu gweithgor o'r bartneriaeth wledig. Caiff y cylch gorchwyl ei gyhoeddi yfory. Bydd yn cyfarfod mor fuan â phosibl a'i brif dasg fydd paratoi cynllun adfer gwledig i helpu'r economi wledig ehangach i adfywio. Caiff hynny ei wneud ar y cyd â thasglu'r DU ac mewn cydweithrediad ag ef. Mae'r DU a Chymru yn dîm ar y mater hwn. Nid oes unrhyw bosibilrwydd o ymraniadau neu anawsterau. Nid oes ffiniau i'r clwyf hwn ac yr ydym yn cydweithio'n dda.

Hoffwn ymateb i bwynt Delyth Evans. Yr wyf yn cydnabod yr anawsterau dybryd a wyneba'r economi wledig ar hyn o bryd. Caiff popeth o fewn ein gallu ei wneud i helpu i adfer yr economi wledig.

Middlehurst, Tom  
Morgan, Jonathan  
Morgan, Rhodri  
Neagle, Lynne  
Pugh, Alun  
Randerson, Jenny  
Richards, Rod  
Ryder, Janet  
Sinclair, Karen  
Thomas, Gwenda  
Thomas, Owen John  
Thomas, Rhodri Glyn  
Wigley, Dafydd  
Williams, Kirsty  
Williams, Phil

*Derbyniwyd y gwelliant.  
Amendment adopted.*

*Gwelliant 2: O blaid 13, Ymatal 8, Yn erbyn 28.  
Amendment 2: For 13, Abstain 8, Against 28.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Dafis, Cynog  
Davies, Geraint  
Davies, Janet  
Jones, Elin  
Jones, Gareth  
Jones, Helen Mary  
Jones, Ieuan Wyn  
Lloyd, David  
Ryder, Janet  
Thomas, Owen John  
Thomas, Rhodri Glyn  
Wigley, Dafydd  
Williams, Phil

Pleidleisiodd yr Aelodau canlynol yn erbyn:  
The following Members voted against:

Barrett, Lorraine  
Bates, Mick  
Black, Peter  
Butler, Rosemary  
Davidson, Jane  
Davies, Andrew  
Davies, Ron  
Essex, Sue  
Evans, Delyth  
Feld, Val  
Gibbons, Brian  
Gregory, Janice  
Griffiths, John  
Gwyther, Christine  
Halford, Alison  
Hutt, Jane  
Jones, Ann  
Jones, Carwyn  
Law, Peter  
Lewis, Huw  
Middlehurst, Tom  
Morgan, Rhodri  
Neagle, Lynne  
Pugh, Alun  
Randerson, Jenny  
Sinclair, Karen  
Thomas, Gwenda  
Williams, Kirsty

Ymataliodd yr Aelodau canlynol:  
The following Members abstained:

Bourne, Nick  
Cairns, Alun  
Davies, David  
Davies, Glyn  
Graham, William  
Melding, David  
Morgan, Jonathan  
Richards, Rod



*Gwrthodwyd y gwelliant.  
Amendment rejected.*

*Gwelliant 3: O blaid 21, Ymatal 0, Yn erbyn 28.  
Amendment 3: For 21, Abstain 0, Against 28.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Bourne, Nick  
Cairns, Alun  
Dafis, Cynog  
Davies, David  
Davies, Geraint  
Davies, Glyn  
Davies, Janet  
Graham, William  
Jones, Elin  
Jones, Gareth  
Jones, Helen Mary  
Jones, Ieuan Wyn  
Lloyd, David  
Melding, David  
Morgan, Jonathan  
Richards, Rod  
Ryder, Janet  
Thomas, Owen John  
Thomas, Rhodri Glyn  
Wigley, Dafydd  
Williams, Phil

Pleidleisiodd yr Aelodau canlynol yn erbyn:  
The following Members voted against:

Barrett, Lorraine  
Bates, Mick  
Black, Peter  
Butler, Rosemary  
Davidson, Jane  
Davies, Andrew  
Davies, Ron  
Essex, Sue  
Evans, Delyth  
Feld, Val  
Gibbons, Brian  
Gregory, Janice  
Griffiths, John  
Gwyther, Christine  
Halford, Alison  
Hutt, Jane  
Jones, Ann  
Jones, Carwyn  
Law, Peter  
Lewis, Huw  
Middlehurst, Tom  
Morgan, Rhodri  
Neagle, Lynne  
Pugh, Alun  
Randerson, Jenny  
Sinclair, Karen  
Thomas, Gwenda  
Williams, Kirsty

*Gwrthodwyd y gwelliant.  
Amendment rejected.*

*Gwelliant 4: O blaid 21, Ymatal 0, Yn erbyn 28.  
Amendment 4: For 21, Abstain 0, Against 28.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Bourne, Nick  
Cairns, Alun  
Dafis, Cynog  
Davies, David  
Davies, Geraint  
Davies, Glyn  
Davies, Janet  
Graham, William  
Jones, Elin  
Jones, Gareth  
Jones, Helen Mary  
Jones, Ieuan Wyn  
Lloyd, David  
Melding, David  
Morgan, Jonathan  
Richards, Rod  
Ryder, Janet  
Thomas, Owen John

Pleidleisiodd yr Aelodau canlynol yn erbyn:  
The following Members voted against:

Barrett, Lorraine  
Bates, Mick  
Black, Peter  
Butler, Rosemary  
Davidson, Jane  
Davies, Andrew  
Davies, Ron  
Essex, Sue  
Evans, Delyth  
Feld, Val  
Gibbons, Brian  
Gregory, Janice  
Griffiths, John  
Gwyther, Christine  
Halford, Alison  
Hutt, Jane  
Jones, Ann  
Jones, Carwyn

Thomas, Rhodri Glyn  
Wigley, Dafydd  
Williams, Phil

Law, Peter  
Lewis, Huw  
Middlehurst, Tom  
Morgan, Rhodri  
Neagle, Lynne  
Pugh, Alun  
Randerson, Jenny  
Sinclair, Karen  
Thomas, Gwenda  
Williams, Kirsty

*Gwrthodwyd y gwelliant.  
Amendment rejected.*

*Gwelliant 5: O blaid 48, Ymatal 0, Yn erbyn 0.  
Amendment 5: For 48, Abstain 0, Against 0.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Barrett, Lorraine  
Bates, Mick  
Black, Peter  
Bourne, Nick  
Butler, Rosemary  
Cairns, Alun  
Dafis, Cynog  
Davidson, Jane  
Davies, Andrew  
Davies, David  
Davies, Geraint  
Davies, Glyn  
Davies, Janet  
Davies, Ron  
Essex, Sue  
Evans, Delyth  
Feld, Val  
Gibbons, Brian  
Graham, William  
Gregory, Janice  
Griffiths, John  
Gwyther, Christine  
Halford, Alison  
Hutt, Jane  
Jones, Ann  
Jones, Carwyn  
Jones, Gareth  
Jones, Helen Mary  
Jones, Ieuan Wyn  
Law, Peter  
Lewis, Huw  
Lloyd, David  
Melding, David  
Middlehurst, Tom  
Morgan, Jonathan  
Morgan, Rhodri  
Neagle, Lynne  
Pugh, Alun  
Randerson, Jenny  
Richards, Rod  
Ryder, Janet  
Sinclair, Karen  
Thomas, Gwenda  
Thomas, Owen John  
Thomas, Rhodri Glyn  
Wigley, Dafydd

Williams, Kirsty  
Williams, Phil

*Derbyniwyd y gwelliant.  
Amendment adopted.*

Amended motion:

*the National Assembly*

*recognises the enormous crisis facing agriculture and the wider rural economy in light of the foot and mouth outbreak;*

*calls on the Minister for Rural Affairs to:*

*promote a longer term agricultural policy which would include the following elements:*

*rebuilding a network of small and medium sized abattoirs*

*promote local food supply chains*

*a strategy to assist and develop the food processing industry*

*the promotion of equity between retailer, supermarket, processor and farmer.*

Cynnig wedi'i ddiwygio:

*y Cynulliad Cenedlaethol*

*yn cydnabod yr argyfwng aruthrol sy'n wynebu amaethyddiaeth a'r economi wledig ehangach yng ngoleuni clwy'r traed a'r genau.*

*yn galw ar y Gweinidog dros Faterion Gwledig i:*

*hyrwyddo polisi amaethyddol ar gyfer y tymor hwy a fyddai'n cynnwys yr elfennau canlynol:*

*ailadeiladu rhwydwaith o ladd-dai bach a chanolig eu maint*

*hyrwyddo cadwyni cyflenwi bwyd lleol*

*strategaeth i gynorthwyo ac i ddatblygu'r diwydiant prosesu bwyd*

*hyrwyddo cydraddoldeb rhwng yr adwerthwr, yr archfarnchad, y proseswr a'r ffermwr.*

*Cynnig wedi'i ddiwygio: O blaid 49, Ymatal 0, Yn erbyn 0.  
Amended motion: For 49, Abstain 0, Against 0.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Barrett, Lorraine  
Bates, Mick  
Black, Peter  
Bourne, Nick  
Butler, Rosemary  
Cairns, Alun  
Dafis, Cynog  
Davidson, Jane  
Davies, Andrew  
Davies, David  
Davies, Geraint  
Davies, Glyn  
Davies, Janet  
Davies, Ron  
Essex, Sue  
Evans, Delyth  
Feld, Val  
Gibbons, Brian  
Graham, William

Gregory, Janice  
 Griffiths, John  
 Gwyther, Christine  
 Halford, Alison  
 Hutt, Jane  
 Jones, Ann  
 Jones, Carwyn  
 Jones, Elin  
 Jones, Gareth  
 Jones, Helen Mary  
 Jones, Ieuan Wyn  
 Law, Peter  
 Lewis, Huw  
 Lloyd, David  
 Melding, David  
 Middlehurst, Tom  
 Morgan, Jonathan  
 Morgan, Rhodri  
 Neagle, Lynne  
 Pugh, Alun  
 Randerson, Jenny  
 Richards, Rod  
 Ryder, Janet  
 Sinclair, Karen  
 Thomas, Gwenda  
 Thomas, Owen John  
 Thomas, Rhodri Glyn  
 Wigley, Dafydd  
 Williams, Kirsty  
 Williams, Phil

*Derbyniwyd y cynnig wedi'i ddiwygio.  
 Amended motion adopted.*

### **Datganiad ar Lwyddiannau'r Cytundeb Partneriaeth** **Statement on the Achievements of the Partnership Agreement**

**Prif Weinidog Cymru:** Yr wyf yn falch o'r cyfle i wneud datganiad gerbron y Cynulliad ar weithgareddau'r Llywodraeth a'r Cabinet a sefydlwyd ym mis Hydref, wrth inni basio'r marc o 150 o ddyddiau o weithgarwch.

**The First Minister:** I am pleased to have the opportunity to make a statement before the Assembly on the activities of the Government and the Cabinet which was established last October, as we pass the 150 day activity mark.

Mae Aelodau'r Cynulliad wedi derbyn yr adroddiad ar y camau a gymerwyd dros y cyfnod hwn i wireddu'r ymrwymadau y cytunwyd arnynt yn 'Rhoi Cymru'n Gyntaf'. Mae llawer o elfennau o raglen y weinyddiaeth yn mynd ymhellach na'r ymrwymadau yn 'Rhoi Cymru'n Gyntaf'. Ar wahân i gynnwys yr adroddiad sydd gerbron Aelodau y prynhawn yma, derbyniwyd y Gyllideb dros dair mlynedd sydd yn sylfaen i'n hymrwymadau, ein polisiau a'n rhaglenni. Cytunwyd hefyd ar y rhaglen ddeddfwriaethol Gymreig sydd yn dwyn y gwaith ymlaen yn ystod gweddill y sesiwn hwn.

Assembly Members have received the report on the steps that have been taken during this period to achieve the commitments agreed in 'Putting Wales First'. Many elements of the administration's programme go further than the commitments in 'Putting Wales First'. As well as the contents of the report before Members this afternoon, a three-year budget has been adopted which underpins our commitments, policies and programmes. The Welsh legislative programme which will carry the work forward during the remainder of this session has also been approved.

Canolbwyntiaf heddiw ar rai o'r themâu ehangach sydd yn rhwymo'r gwaith manwl at ei gilydd. Er hynny, fel yr oedd Dewi Sant yn ein hannog, gofalu am y pethau bach. I wneud gwahaniaeth ymarferol i fywydau beunyddiol pobl Cymru, rhaid gofalu am y pethau bach. Dyna sut y gallwch wneud y gorau i wella ansawdd bywyd pobol Cymru.

The document before you gives many examples of that kind of building block approach, such as six weeks of free home care, the Children's Commissioner for Wales Bill, the setting up of Finance Wales to assist small and medium-sized indigenous enterprises in Wales, the Objective 1 rollout, free school milk for five to seven year-olds, and so on. You cannot build a better Wales on the kind of revolutionary promiscuity that dominated Plaid Cymru's response to the Queen's Speech debate two weeks ago. The partnership is about building a better Wales. It is about reality politics, not fantasy football politics. That is why those of us who were most closely concerned with its creation were prepared to take the risks involved in bringing about this arrangement.

I will make two key claims for the achievement of the partnership, about the practice of Government in this Assembly and how policy is now made. If anybody still needed convincing about the achievements of partnership in this Assembly, I invite them to consider the difference between the period before October last year and the period since then. Whenever a crisis occurred in Wales in the months after May 1999 but before October 2000, the headlines were dominated not by the effect that such events might have upon the lives of the people of Wales, but on the internal politics and personalities of this place. It is not as though we have been short of difficult external events in the past few months. The fuel crisis happened just before the partnership agreement was forged, followed by the flooding crisis, the railway system problems post-Hatfield, the threat of job losses at Corus and, most recently, the foot and mouth disease crisis, which we have just debated. The difference is that under this partnership Government, we have been able, because we have a majority, to provide effective crisis management without being

I will concentrate on some of the wider themes that bind this detailed work together. However, as Saint David urged us, take care of the little things. To make a practical difference to the daily lives of the people of Wales, care must be taken of the little things. That is how you can do your best to improve the quality of life for the people of Wales.

Rhydd y ddogfen sydd ger eich bron lawer o enghreifftiau o'r math hwnnw o ddatblygiadau fesul cam, megis chwe wythnos o ofal yn y cartref am ddim, Mesur Comisiynydd Plant Cymru, sefydlu Cyllid Cymru i gynorthwyo busnesau cynhenid bach a chanolig eu maint yng Nghymru, cyflwyno Amcan 1, llaeth ysgol am ddim i blant tair i bum mlwydd oed, ac ati. Ni allwch ddatblygu Cymru well wrth gynnig cymaint o gynigion a dreiddiodd ymateb Plaid Cymru i ddadl Araith y Frenhines bythefnos yn ôl. Mae'r bartneriaeth yn ymwneud â datblygu Cymru well. Mae'n ymwneud â gwleidyddiaeth wirioneddol, nid ffug wleidyddiaeth. Dyna'r rheswm pam yr oedd y rheini ohonom a gymerodd y rhan amlycaf yn y gwaith o'i chreu yn barod i gymryd y risgiau oedd ynghlwm wrth sefydlu'r drefn hon.

Honnaf ddau beth allweddol am lwyddiannau'r bartneriaeth, am arfer y Llywodraeth yn y Cynulliad hwn ac am y ffordd y gwneir polisiau bellach. Os oedd angen argyhoeddi unrhyw un o hyd am lwyddiannau partneriaeth yn y Cynulliad hwn, fe'u gwahoddaf i ystyried y gwahaniaeth rhwng y cyfnod cyn Hydref y llynedd a'r cyfnod ers hynny. Pryd bynnag y digwyddodd argyfwng yng Nghymru yn ystod y misoedd ar ôl Mai 1999 ond cyn Hydref 2000, yr oedd y rhan fwyaf o'r penawdau yn sôn, nid am yr effaith y gallai digwyddiadau o'r fath ei chael ar fywydau pobl Cymru, ond am wleidyddiaeth fewnol a phersonoliaethau'r Cynulliad hwn. Nid ydym wedi bod yn brin o ddigwyddiadau allanol anodd yn ystod yr ychydig fisoedd diwethaf. Digwyddodd yr argyfwng tanwydd ychydig cyn sefydlu'r cytundeb partneriaeth, wedi'i ddilyn gan argyfwng y llyfogydd, problemau'r system rheilffyrdd yn dilyn Hatfield, bygythiad diswyddiadau yn Corus, ac yn fwyaf diweddar, argyfwng clwy'r traed a'r genau, yr ydym newydd gael dadl arno. Y gwahaniaeth, o dan y Llywodraeth

knocked off our policy course. We have been able to concentrate on the fate of the people of Wales and not that of the politicians. One central achievement of a Government dedicated to 'Putting Wales First' into action is that every time a problem has arisen, this Assembly has been freed of its fascination with the fate of individual politicians and has been able to demonstrate its ability to debate and discuss the issues that matter to the people of Wales outside this place. Add that to the stability and ability to conduct our business that the partnership has brought, and the result is a levering up of the Assembly's practice. That is, without doubt, one of the major achievements of the past few months.

The document that has been distributed to Members describes in more detail than I can give now, the progress that has been made in translating the partnership programme into practice. That includes the partnerships with local government, business and the voluntary sector. However, I will concentrate on one aspect of policy; the implementation of the Objective 1 programme in the Valleys and west Wales. We are now well ahead of the game. The Objective 1 programme is well on stream with over 180 projects approved to date, carrying a European grant funding value of £142 million. That is around 11 per cent of the entire commitment of Objective 1 assistance. As I mentioned earlier, that is well ahead of the three English Objective 1 areas. The Objective 2 programme, which offers £75 million, is to be officially signed off this week and the first Programme Monitoring Committee meeting will be held in Newport on 26 March. That programme was always a year behind Objective 1. Objective 3 is progressing well, with £10.6 million awarded to 92 projects. The EQUAL programme, launched in Cardiff on 14 March, offers £13 million to tackle discrimination in the jobs market in Wales. The private sector is being invited by the Welsh European Funding Office to get involved in the programmes by offering secondments from the private sector to the private sector unit in WEFO. That unit provides advice, guidance and practical help to private companies and businesses on how to get maximum benefit from the Objective 1, 2 and 3 programmes.

bartneriaeth hon, yw inni allu rheoli'r argyfwng yn effeithiol heb orfod newid ein polisiau, oherwydd bod gennym fwyafrif. Llwyddwyd i ganolbwyntio ar dynged pobl Cymru ac nid tynged y gwleidyddion. Un llwyddiant canolog Llywodraeth sydd yn ymrwymedig i weithredu 'Rhoi Cymru'n Gyntaf' yw rhyddhau'r Cynulliad hwn oddi wrth ei ddiddordeb yn nhynged gwleidyddion unigol bob tro y cododd broblem. Dangosodd ei allu i ddadlau a thrafod y materion sydd yn bwysig i bobl Cymru y tu allan i'r Cynulliad hwn. Yn ogystal â hynny, yn sgîl y bartneriaeth ceir sefydlogrwydd a gallu i wneud ein gwaith, ac o ganlyniad, cafwyd gwelliant yn arferion y Cynulliad. Dyna, yn ddiamau, un o brif lwyddianau'r ychydig fisoedd diwethaf.

Disgrifia'r ddogfen a ddosbarthwyd i'r Aelodau, yn fanylach na'r hyn y gallaf i ei wneud yn awr, y cynnydd a wnaethpwyd wrth roi'r rhaglen bartneriaeth ar waith. Mae hynny yn cynnwys y partneriaethau â llywodraeth leol, â busnes ac â'r sector gwirfoddol. Fodd bynnag, canolbwyntiaf ar un agwedd ar bolisi; gweithredu rhaglen Amcan 1 yn y Cymoedd a gorllewin Cymru. Yr ydym bellach ar flaen y gad. Mae rhaglen Amcan 1 ar y trywydd iawn a chymeradwywyd mwy na 180 o brosiectau hyd yma, sef gwerth £142 miliwn o grantiau Ewropeaidd. Mae hynny tua 11 y cant o ymrwymiad llwyr cymorth Amcan 1. Fel y crybwyllais yn gynharach, mae hynny yn llawer gwell na'r tair ardal Amcan 1 yn Lloegr. Caiff rhaglen Amcan 2, a gynigia £75 miliwn, ei llofnodi'n swyddogol yr wythnos hon a chaiff cyfarfod cyntaf Pwyllgor Monitro'r Rhaglen ei gynnal yng Nghasnewydd ar 26 Mawrth. Yr oedd y rhaglen honno bob amser flwyddyn y tu ôl i Amcan 1. Gwneir cynnydd da o ran Amcan 3, a dyfarnwyd £10.6 miliwn i 92 o brosiectau. Cynigia'r rhaglen EQUAL, a lanswyd yng Nghaerdydd ar 14 Mawrth, £13 miliwn i fynd i'r afael â gwahaniaethu yn y farchnad swyddi yng Nghymru. Gwahoddir y sector preifat gan Swyddfa Cyllid Ewropeaidd Cymru i gymryd rhan yn y rhaglenni drwy gynnig secondiadau o'r sector preifat i'r uned sector preifat o fewn Swyddfa Cyllid Ewropeaidd Cymru. Rhydd yr uned honno gyngor, arweiniad a chymorth ymarferol i gwmnïau a busnesau preifat ar y

ffordd o gael y budd mwyaf o raglenni Amcan 1, 2 a 3.

Sylfaen y bartneriaeth yr wyf yn falch o'i chyflwyno ichi heddiw yw gwleidyddiaeth ymarferol. Mae'r bartneriaeth yn bodoli am un pwrpas yn unig, sef lles pobl Cymru. Nid ymestyniad o 'showbiz' mohoni. Efallai nad yw'n apelio at bobl sydd yn bersonol uchelgeisiol. Cymerwyd camau ymarferol er mwyn gwella ansawdd a safon bywyd pobl Cymru. Dyna'r cyfeiriad a gymerwyd gennym yn ystod y pum neu chwe mis diwethaf. Dyna pam y mae'n bleser gennyf gyflwyno ein record ger eich bron y prynhawn yma.

The foundation of the partnership that I am proud to present to you today is practical politics. The partnership exists for one purpose only, which is for the benefit of the people of Wales. It is not an extension of showbiz. Perhaps it does not appeal to those people who are personally ambitious. Practical steps have been taken to improve the quality of life of the people of Wales. That is the direction that we have taken over the last five or six months. That is why it is a great pleasure for me to present our record before you this afternoon.

4:10 p.m.

**Ieuan Wyn Jones:** Diolch Rhodri, am y datganiad ac am y cyfle i'ch holi ynglŷn â rhai pethau yn y ddogfen na chyfeiriasoch atynt yn eich datganiad. Mae 71 cynllun yn y ddogfen, gyda dim ond 26 yn ddeddfwriaethol, a'r mwyafrif llethol o'r rheini yn gweithredu deddfwriaeth y cytunwyd arni eisoes yn San Steffan. Wrth ymateb gyntaf i'r ddogfen glymblaid, fe gofiwch inni ddweud mai ychydig o gynlluniau penodol ar gyfer Cymru a oedd yn y ddogfen.

**Ieuan Wyn Jones:** Thank you, Rhodri, for the statement and for the opportunity to question you on some things in the document to which you did not refer in your statement. The document includes 71 initiatives, of which only 26 are legislative, with the vast majority of them implementing legislation that had already been agreed in Westminster. When we responded initially to the coalition document, you will remember us saying that there were few specific initiatives for Wales in the document.

You will also remember Plaid Cymru challenging you that you were saying one thing to your Liberal Democrat partners in the coalition and another to Labour Members who were unhappy with aspects of the document. I want to test you now on your commitment to the review of proportional representation for local government. Not only is it clear in the coalition document that you were committed to the review, 'Putting Wales First' also stated:

Fe gofiwch hefyd i Blaid Cymru eich herio eich bod yn dweud un peth wrth eichartneriaid o'r Democratiaid Rhyddfrydol yn y glymblaid a pheth arall wrth Aelodau Llafur nad oeddent yn fodlon ag agweddau ar y ddogfen. Dymunaf eich profi yn awr ar eich ymrwymiad i adolygu cynrychiolaeth gyfrannol ar gyfer llywodraeth leol. Yn ogystal ag ymrwymiad yn y ddogfen glymblaid i'r adolygiad, nododd 'Rhoi Cymru'n Gyntaf' hefyd:

'we will press the UK Government to bring forward Assembly sponsored legislation to implement the Assembly's conclusions from the review'.

'pwyswn ar Lywodraeth y DU i gyflwyno deddfwriaeth a noddir gan y Cynulliad i weithredu casgliadau'r Cynulliad o'r adolygiad'.

However, you told Labour Members that any wholly new initiatives in the agreement were only reviews, such as that on electoral reform, and that you were not committed to the outcome of any review. Are you committed to that review and to

Fodd bynnag, dywedasoch wrth yr Aelodau Llafur mai dim ond adolygiadau oedd unrhyw fentrau hollol newydd a gafwyd yn y cytundeb, megis yr un yn ymwneud â diwygio'r drefn bleidleisio, ac nad oeddech wedi ymrwymo i ganlyniadau unrhyw

implementing its proposals, or have you ditched your plans for PR for local government?

What about the expectation that you gave local government in the partnership agreement that council tax increases would be limited to 3 per cent? Is it not the case that the actual average increase is more than twice that amount at 6.5 per cent? The great irony is that only Plaid Cymru-controlled councils have set council tax levels within the 3 per cent limit. The Labour-controlled councils have tax increases of way above even the average figure. Was it not misleading to tell local government that it should keep within the 3 per cent increase, when it was clear that it could not achieve that?

It was also stated in the partnership agreement—

**David Davies** *rose—*

**The Presiding Officer:** Order. The Leader of the Opposition is asking questions on a statement. This is not a debate. However, I hope that he does not have many more questions.

**Ieuan Wyn Jones:** Is it not the case that you said that you would recruit 700 more teachers, when it is expected that fewer teacher training places will be available in the next few years?

It was stated in the coalition document that you want to develop and implement the Assembly's waiting times strategy. In March 1997, 28,500 people in Wales had been waiting over three months for a first outpatient appointment. By 31 January this year, that figure had risen to a massive 93,000. Has your strategy gone into reverse rather than going forward? Do you not have a long way to go to persuade the people of Wales that this coalition is making a difference to their lives?

**The First Minister:** That was a fairly nit-picking set of questions. We are committed to

adolygiad. A ydych yn ymrwymedig i'r adolygiad hwnnw ac i weithredu ei gynigion, neu a gawsoch wared ar eich cynlluniau am gynrychiolaeth gyfrannol ar gyfer llywodraeth leol?

Beth am y disgwyliadau a roddwyd i lywodraeth leol yn y cytundeb partneriaeth na fyddai codiadau'r dreth gyngor yn fwy na 3 y cant? Onid yw'n wir bod y codiad gwirioneddol ar gyfartaledd yn fwy na dwywaith y cyfanswm hwnnw, sef 6.5 y cant? Yr eironi mawr yw mai dim ond cynghorau a reolir gan Blaid Cymru a osododd lefelau'r dreth gyngor o fewn y terfyn 3 y cant. Mae'r cynghorau a reolir gan Lafur wedi codi'r dreth llawer mwy na'r cyfartaledd hyd yn oed. Onid oedd yn gamarweiniol dweud wrth lywodraeth leol y dylid cadw'r dreth gyngor o fewn y cynnydd o 3 y cant, pan oedd yn amlwg na allai gyflawni hynny?

Nodwyd hefyd yn y cytundeb partneriaeth—

**David Davies** *a gododd—*

**Y Llywydd:** Trefn. Mae Arweinydd yr Wrthblaid yn gofyn cwestiynau ar ddatganiad. Nid dadl yw hon. Fodd bynnag, gobeithiaf nad oes ganddo lawer mwy o gwestiynau.

**Ieuan Wyn Jones:** Onid yw'n wir eich bod wedi dweud y byddech yn recriwtio 700 o athrawon ychwanegol, pan y disgwyli'r bydd llai o leoedd ar gael ar gyrsiau hyfforddi athrawon yn yr ychydig flynyddoedd nesaf?

Nodwyd yn y ddogfen glymblaid eich bod am ddatblygu a gweithredu strategaeth amseroedd aros y Cynulliad. Ym Mawrth 1997, bu 28,500 o bobl yng Nghymru yn aros am fwy na thri mis am apwyntiad cyntaf fel claf allanol. Erbyn 31 Ionawr eleni, yr oedd y ffigur hwnnw wedi codi'n sylweddol i 93,000. A gymerodd eich strategaeth gam yn ôl yn hytrach na cham ymlaen? Onid oes llawer gennyh i'w wneud i ddarbwylllo pobl Cymru y gwna'r glymblaid hon wahaniaeth i'w bywydau?

**Prif Weinidog Cymru:** Holhti blew oedd y cwestiynau hynny braidd. Yr ydym yn



the review of local government voting systems. We cannot be committed to the outcome, as we do not know what it will be. You cannot subcontract the responsibilities of government to a review. When the review is complete, it comes to the Cabinet and then to the Assembly. What alternative could you possibly have in mind when asking what you thought was some sort of brilliant debating point question? Do you honestly think that the review now has the full power of attorney to determine the future of local government in Wales? That is the implication in your question. It is an absurd proposition. You must know that, as you are a reasonably grown-up politician.

On the average council tax increase, we decided to use the new formula, including damping. Some councils did well out of that, but others did not. Continuing with the old formula and postponing the implementation of the new one would have been the chicken-hearted choice—the easy way to continue. It would then have been difficult to justify any damping. However, we justified it by going for the brave and courageous choice of introducing the new system. Any new system has swings and roundabouts. You are right to indicate that among its many gainers are Plaid Cymru councillors, including those in your constituency of Anglesey.

I would have expected you to be reasonably grateful given that, as an accidental consequence of introducing the new formula, some Plaid Cymru councils received a larger increase in grants than some Labour ones. However, instead of being grateful, you are making silly, nit-picking points. If we had implemented changes in the old, machine-politics way by trying to ensure that all Labour councils received big grant increases and all Plaid Cymru ones were penalised, then you would have grounds for complaint. However, I do not understand how you can complain when Plaid Cymru-controlled councils have received major grant increases as a result of our courageous choice. I call that nationalist nit-picking, Ieuan.

By the common consent of the Welsh Local

ymrwymedig i adolygu systemau pleidleisio llywodraeth leol. Ni allwn fod yn ymrwymedig i'r canlyniadau, gan na wyddom beth fydd y canlyniadau. Ni allwch isgontractio cyfrifoldebau llywodraeth i adolygiad. Pan fydd yr adolygiad wedi'i gwblhau, daw i'r Cabinet ac wedyn i'r Cynulliad. Pa ddewis arall a allai fod gennych mewn golwg wrth ofyn yr hyn oedd yn eich barn chi yn rhyw fath o gwestiwn pwynt dadlau gwych? A gredwch mewn gwirionedd fod gan yr adolygiad bellach bŵer atwrnai llawn i benderfynu ar ddyfodol llywodraeth leol yng Nghymru? Dyna oblygiadau'ch cwestiwn. Mae hynny'n hurt. Rhaid eich bod yn gwybod hynny, gan eich bod yn wleidydd gweddol aeddfed.

Ynglŷn â chyfartaledd codiad y dreth gyngor, penderfynasom ddefnyddio'r fformwla newydd, gan gynnwys dampio. Gwnaeth rhai cynghorau yn dda o'i herwydd, ond ni wnaeth eraill. Byddai parhau i ddefnyddio'r hen fformwla a gohirio gweithredu'r un newydd wedi bod yn ddewis gwangalon—y ffordd hawdd. Byddai wedyn wedi bod yn anodd cyfiawnhau unrhyw ddampio. Fodd bynnag, fe'i cyfiawnhawyd gennym drwy ddewis yn ddewr ac yn wrol i gyflwyno system newydd. Mae manteision ac anfanteision i bob system newydd. Yr ydych yn gywir wrth nodi mai cynghorwyr Plaid Cymru, gan gynnwys y rheini yn eich etholaeth chi ar Ynys Môn, yw llawer o'r rheini a elwodd.

Byddwn wedi disgwyl ichi fod yn weddol ddiolchgar, gan ystyried y cododd grantiau rhai cynghorau Plaid Cymru yn fwy na grantiau rhai cynghorau Llafur, o ganlyniad damweiniol i gyflwyno'r fformwla newydd. Fodd bynnag, yn lle bod yn ddiolchgar, gwnewch bwyntiau gwirion sydd yn holli blew. Pe byddem wedi newid pethau yn hen ffordd y wleidyddiaeth fecanyddol drwy geisio sicrhau bod pob cyngor Llafur wedi cael grantiau llawer uwch ac y cosbwyd pob cyngor Plaid Cymru, yna byddai sail gennych dros gwyno. Fodd bynnag, ni ddeallaf sut y gallwch gwyno pan gafodd y cynghorau a reolir gan Plaid Cymru grantiau llawer uwch o ganlyniad i'n dewis dewr. Holli blew cenedlaetholgar yw hynny, Ieuan.

Gyda chydysyniad cyffredin Cymdeithas

Government Association, this local government settlement is, on average, the best one in years. I am sure that you will have heard the WLGA state that. I will write to you on the teacher training places, although I am not sure that I recognise the figures that you mentioned. If I understand it correctly, the waiting time figures that you stated were a comparison with those of 1997 and not the October ones. I am not sure what point you were making on the three-month waiting time. However, if you have a query on progress, or otherwise, on health matters, please write to me.

**Peter Black:** I welcome your statement. We recognise the scenario that you describe, because when many of us were elected to the Assembly in 1999, we expected it to take charge of many issues in Wales. However, it failed to do so because it lacked the stability and majority to do what needed to be done. In terms of our work on education—reducing class-sizes for key stage 2 pupils, investing in school buildings, dealing with student hardship, preventative medicine, prescription charges, dental checks, housing and other issues—do you agree that we are now starting to stretch the Assembly's powers to their limit and use the available money to bring benefits to the people of Wales? In terms of local government and given, as you said, that it is the best settlement in almost 10 years, do you also agree that Plaid Cymru cannot have it both ways? On the one hand, it argues against being prescriptive and telling councils how to spend their money and what council tax to impose and on the other, it argues for the exact opposite. Do you agree, Rhodri, that that is an example of Plaid Cymru trying to have its cake and eat it?

**The First Minister:** Yes, Peter, I could not have put it better myself. [*Laughter.*] You said that the local government settlement was the best in 10 years. That went further than my point, but you have more experience of local government. I also agree with your other points, for example, on student

Llywodraeth Leol Cymru, y setliad llywodraeth leol hwn yw'r gorau ers blynyddoedd, ar gyfartaledd. Yr wyf yn siŵr y clywsoch Gymdeithas Llywodraeth Leol Cymru yn dweud hynny. Ysgrifennaf atoch ynglŷn â'r lleoedd ar gyrsiau hyfforddi athrawon, er nad wyf yn siŵr a gydnabyddaf y ffigurau a grybwyllwyd gennych. Os deallaf yn gywir, yr oedd y ffigurau amseroedd aros a nodwyd gennych yn cymharu â ffigurau 1997 ac nid ffigurau mis Hydref. Nid wyf yn siŵr beth oedd eich pwynt am bobl yn gorfod aros am dri mis. Fodd bynnag, os oes cwestiwn gennych am y cynnydd, neu'r gwrthwyneb, a wnaethpwyd ar faterion iechyd, a fyddech cystal ag ysgrifennu ataf.

**Peter Black:** Croesawaf eich datganiad. Cydnabyddwn y sefyllfa a ddisgrifiwch, oherwydd, pan etholwyd llawer ohonom i'r Cynulliad yn 1999, disgwyliwyd iddo fod yn gyfrifol am lawer o faterion yng Nghymru. Fodd bynnag, methodd â gwneud hynny am nad oedd y sefydlogrwydd a'r mwyafrif ganddo i wneud yr hyn yr oedd angen ei wneud. O ran ein gwaith ar addysg—lleihau maint dosbarthiadau ar gyfer disgyblion cyfnod allweddol 2, buddsoddi arian mewn adeiladau ysgolion, delio â chaledi myfyrwyr, meddyginiaeth ataliol, taliadau presgripsiwn, archwiliadau dannedd, tai a materion eraill— a gytunwch ein bod bellach yn dechrau ymestyn pwerau'r Cynulliad hyd eu heithaf a defnyddio'r arian sydd ar gael i ddwyn budd i bobl Cymru? O ran llywodraeth leol a chan ystyried, fel y dywedaso, mai hwn yw'r setliad gorau ers bron 10 mlynedd, a gytunwch hefyd na all Plaid Cymru fanteisio'r ddwy ffordd? Ar yr un llaw, dadleua yn erbyn bod yn benodol ac yn erbyn dweud wrth gynghorau sut i wario eu harian ac ar ba lefel y dylent bennu'r dreth gyngor ac ar y llaw arall, dadleua o blaid y gwrthwyneb llwyr. A gytunwch, Rhodri, mai enghraifft yw hynny o Blaid Cymru yn ceisio ei chael bob ffordd?

**Prif Weinidog Cymru:** Ydwyf, Peter, ni allwn fod wedi dweud hynny'n well fy hunan. [*Chwerthin.*] Dywedaso, mai'r setliad llywodraeth leol oedd yr un gorau ers 10 mlynedd. Aeth hynny ymhellach na'm pwynt i, ond mae mwy o brofiad gennych chi o lywodraeth leol. Cytunaf â'ch pwyntiau

hardship. There will be a 15 per cent increase in access funds for students, which is the main method available to us for combating student hardship. That is a significant increase. The policy to freeze prescription charges, which was introduced a few months ago, and the extension of free prescription categories to include 16 to 25-year-olds, which will also include many students, are equally important. There is a range of small initiatives, which, if put together, make a major difference. Your most fundamental point, with which I agree, was the one about stretching the Assembly's powers to their limit to discover what it can do to benefit the people of Wales.

**Nick Bourne:** I am afraid that I will indulge in what the First Minister would call 'nit-picking'. Leave it to the Liberal Democrats to pot the easy balls. What started off as a partnership is rapidly becoming a merger or a takeover. On a day when there was not enough time to discuss the foot and mouth crisis, it is a little self-indulgent and self-congratulatory to issue a statement on 'the achievements of the partnership agreement', as it is described. On those so-called achievements and some matters that are not mentioned—[*Interruption.*]

4:20 p.m.

I am discussing the partnership agreement, First Minister. You seem to be at a loss.

**The Presiding Officer:** Order. This is not a debate.

**Nick Bourne:** We asked for a debate, but we got a statement.

The partnership agreement does not mention the abolition of school performance tables. That now seems to be policy, so perhaps the First Minister will comment on that. 'Putting Wales First' is full of Liberal Democrat window dressing: for example, the Welsh Baccalaureate, which Labour used to oppose. That is off the radar as far as the higher education sector is concerned. I spoke to some of its representatives last week, who are

eraill hefyd, er enghraifft, ar galedi myfyrwyr. Bydd cynnydd o 15 y cant mewn cronfeydd mynediad i fyfyrwyr, sef y prif ddull sydd ar gael inni wrthsefyll caledi myfyrwyr. Mae hwnnw'n godiad sylweddol. Mae'r polisi i rewi taliadau presgripsiwn, a gyflwynwyd ychydig fisoedd yn ôl, ac ehangu'r categorïau o bobl a all gael presgripsiynau am ddim i gynnwys pobl ifanc 16 i 25 mlwydd oed, a fydd hefyd yn cynnwys llawer o fyfyrwyr, yr un mor bwysig. Ceir amrywiaeth o fentrau bach, a wna wahaniaeth mawr, gyda'i gilydd. Yr oedd eich prif bwynt, y cytunaf ag ef, yn ymwneud ag ehangu pwerau'r Cynulliad hyd eu heithaf i weld beth a all ei wneud er budd pobl Cymru.

**Nick Bourne:** Mae arnaf ofn y byddaf yn gwneud yr hyn a eilw'r Prif Weinidog yn 'holhti blew'. Gadewch i'r Democratiaid Rhyddfrydol ddweud y pethau amlwg. Mae'r hyn a ddechreuodd fel partneriaeth yn gyflym yn datblygu'n sefyllfa uno neu feddiannu. Ar ddiwrnod pan nad oedd digon o amser i drafod argyfwng clwy'r traed a'r genau, mae braidd yn hunanfaldodus a hunanlongyfarchol cyhoeddi datganiad ar 'lwyddiannau'r cytundeb partneriaeth', fel y'i disgrifiwyd. Ynglŷn â'r llwyddiannau honedig hynny a rhai materion nas crybwyllwyd—[*Torri ar draws.*]

Yr wyf yn trafod y cytundeb partneriaeth, Brif Weinidog. Ymddengys eich bod wedi drysu.

**Y Llywydd:** Trefn. Nid dadl mo hon.

**Nick Bourne:** Gofynasom am ddadl, ond cawsom ddatganiad.

Nid yw'r cytundeb partneriaeth yn crybwyll diddymu tablau perfformiad ysgolion. Ymddengys fod hynny bellach yn bolisi, ac felly efallai y dywed y Prif Weinidog rywbeth am hynny. Sioe'r Democratiaid Rhyddfrydol yw 'Rhoi Cymru'n Gyntaf' yn llwyr: er enghraifft, y Fagloriaeth Gymreig, yr arferai'r Blaid Lafur ei gwrthwynebu. Mae hynny'n ddibwys o ran y sector addysg uwch. Siaradais â rhai o'i gynrychiolwyr yr wythnos

not at all interested in that. However, they are keen, as are schools, for a programme of direct payments to schools, but there is nothing in the agreement about that. Neither is there anything about the abolition of tuition fees, and I am forced to agree with Jon Owen Jones on that. Your policies, and those that were implemented in Scotland, do not begin to address the issue.

On health, there is a six-month waiting time for hip and knee replacements in Jane Hutt's constituency. Is that not quite serious? Perhaps you will comment on that. What about the hospital closure programme? Of course, we must not call it that because the partnership agreement refers to it as 'a reduction in the number of hospitals'.

There is a black hole at the heart of economic policy, which the First Minister seems to think has been a great success. Objective 1 has been a total failure, has it not? Let us have the truth. Brian Gibbons does not care about the private sector, but he should care about Neath Port Talbot College—perhaps he does not—which is concerned that Objective 1 funding is not working. When the Deputy First Minister tells us that he has cracked the problem, we know that there is something to worry about.

On council tax increases and what you called an 'accidental consequence' earlier, it was not accidental; the formula was designed to help some authorities and not others. That is why Monmouthshire faces a massive increase of 13 per cent and Powys faces an increase of four times the rate of inflation, along with other authorities. The average increase is well above the 3 per cent increase to which you had committed yourself.

Given that the Minister for Culture, Sport and the Welsh Language is having a private conversation at the moment, let us address culture, which is quite serious. We welcome the appointment of a Minister for Culture because that was needed, but should not Jenny Randerson, as the Minister, start to talk to the Labour leader of Cardiff City and County Council? I will borrow a Welsh phrase—the First Minister does not have a

diwethaf, nad oed diddordeb ganddynt ynddi o gwbl. Fodd bynnag, maent yn awyddus, fel ysgolion, i weld rhaglen o daliadau uniongyrchol i ysgolion, ond nid oes unrhyw beth yn y cytundeb ynglŷn â hynny. Ni cheir dim byd ychwaith am ddiwedd ffioedd hyfforddiant, a rhaid imi gytuno â Jon Owen Jones yn hynny o beth. Nid yw'ch polisïau, a'r rheini a weithredwyd yn yr Alban, yn dechrau mynd i'r afael â'r mater.

Ynglŷn ag iechyd, rhaid aros chwe mis am lawdriniaeth i gael clun neu ben-glin newydd yn etholaeth Jane Hutt. Onid yw hynny'n eithaf difrifol? Efallai y dywedwch rywbeth am hynny. Beth am y rhaglen i gau ysbytai? Wrth gwrs, rhaid inni beidio â chyfeirio ati fel hynny gan fod y cytundeb partneriaeth yn cyfeirio ati fel 'lleihau'r nifer o ysbytai'.

Mae gwacter wrth wraidd polisïau economaidd, a fu'n llwyddiant ysgubol ym marn y Prif Weinidog. Mae Amcan 1 wedi bod yn fethiant llwyr, ond ydyw? Gadewch inni glywed y gwir. Nid yw Brian Gibbons yn pryderu am y sector preifat, ond dylai bryderu am Goleg Castell Nedd Port Talbot—efallai nad yw—sydd yn pryderu nad yw arian Amcan 1 yn llwyddo. Pan ddywed y Dirprwy Brif Weinidog wrthym ei fod wedi datrys y broblem, gwyddom fod rhywbeth y dylem boeni amdano.

O safbwynt y codiadau i'r dreth gyngor a'r hyn a ddywedsoch oedd yn 'ganlyniad damweiniol' yn gynharach, nid damwain ydoedd; lluniwyd y fformwla i helpu rhai awdurdodau ond nid eraill. Dyna pam y wyneba Sir Fynwy godiad enfawr o 13 y cant a pham y wyneba Powys godiad o bedair gwaith cyfradd chwyddiant, ynghyd ag awdurdodau eraill. Mae'r codiad ar gyfartaledd yn llawer uwch na'r 3 y cant yr oeddech wedi'ch ymrwymo'ch hun iddo.

O ystyried bod y Gweinidog dros Ddiwylliant, Chwaraeon a'r Gymraeg yn cynnal sgwrs breifat ar hyn o bryd, gadewch inni ymdrin â diwylliant, sydd yn eithaf difrifol. Croesawn benodiad y Gweinidog dros Ddiwylliant gan fod angen un, ond oni ddylai Jenny Randerson, fel y Gweinidog, ddechrau siarad ag arweinydd Llafur Cyngor Dinas a Sir Caerdydd? Benthycaf ymadrodd Cymraeg—nid dim ond y Prif Weinidog a all

monopoly on them—*Peth braf yw siarad* or, it is good to talk. Is it not time for you to talk to the leader of the capital city, so that a successful bid can be made for Cardiff to be the European Capital of Culture in 2008? Is it not equally important to do so on the Welsh Millennium Centre and a host of other issues? I have heard enough of this self-congratulatory rubbish, let us get down to the real issues and get some answers.

**The First Minister:** You warned that you would nit-pick, Nick, and you did. The nationalists have also nit-picked. Plaid Cymru's and the Tories' attitudes are sometimes beyond me. I thought that they were happy to be in the classical opposition mould, but all I can say about them, to turn a phrase on its head, is that a birdless hand is no better than a birdless bush. You can choose which party is best described by that.

Nick mentioned what he thought were the issues, for example, he claimed that there is a hospital closure programme when there is not one. No amount of Goebbels-like repetition of this garbage will make it into a hospital closure programme. Similarly, even in Alun Cairns's absence, no amount of constant repetition of the problems relating to Objective 1 through flashing a letter from Neath Port Talbot College will mean that Wales and its Objective 1 programme is in any other position except number one out of the four UK Objective 1 areas. There is a league table of the four Objective 1 areas—you may think that by shaking your head you can change a fact, Nick, but you cannot. To which Objective 1 area is the most money committed as a percentage of the total? Take a guess, Nick. Which do you think it is? I will tell you; it is Wales. You may not be able to cope with good news on Objective 1, but the truth is that we are well ahead of the three Objective 1 areas in England. I do not say that to claim that we are better, but I must rebut the garbage and tired old clichés that you keep repeating about 'shambles', 'disasters' and 'black holes'. You do not want to consider the facts—which are as plain as a pikestaff—about which of the four Objective 1 areas has had most money committed to it.

eu defnyddio—*Peth braf yw siarad*. Onid yw'n amser ichi siarad ag arweinydd y brifddinas, fel y gall Caerdydd wneud cynnig llwyddiannus i fod yn Brifddinas Diwylliant Ewrop yn 2008? Onid yw yr un mor bwysig gwneud hyn am Ganolfan Mileniwm Cymru a llu o faterion eraill? Clywais ddigon o'r holl falu awyr hunanlongyfarchol hwn, gadewch inni drafod y materion gwirioneddol a chael atebion.

**Prif Weinidog Cymru:** Rhoddasoch rybudd y byddech yn hollti blew, Nick, ac fe wnaethoch. Bu'r cenedlaetholwyr hefyd yn hollti blew. Ni allaf ddeall agweddau Plaid Cymru a'r Torïaid ar adegau. Credais eu bod yn fodlon bod yn wrthbleidiau clasurol, ond yr unig beth a allaf ddweud amdanynt, i newid ymadrodd, yw nad yw llaw heb aderyn yn well na llwyn heb aderyn. Gallwch ddewis pa blaid a ddisgrifir orau gan hynny.

Crybwyllodd Nick yr hyn oedd y materion pwysig, yn ei farn ef, er enghraifft, honnodd fod rhaglen cau ysbytai pan nad yw'n bodoli. Ni fydd ailadrodd y sothach hwn fel Goebbels yn ei gwneud yn rhaglen cau ysbytai. Yn yr un modd, hyd yn oed yn absenoldeb Alun Cairns, ni fydd ailadrodd y problemau sydd yn ymwneud ag Amcan 1 yn gyson drwy ddangos llythyr oddi wrth Goleg Castell Nedd Port Talbot yn golygu bod Cymru a'i rhaglen Amcan 1 mewn sefyllfa heblaw y rhaglen gyntaf o bedair ardal Amcan 1 y DU. Mae tabl cynghrair o'r pedair ardal Amcan 1—efallai y credwch y gallwch newid ffaith drwy ysgwyd eich pen, Nick, ond ni allwch wneud hynny. I ba ardal Amcan 1 yr ymrwymir yr arian mwyaf fel canran o'r cyfanswm? Dyfalwch, Nick. Pa un ydyw yn eich barn chi? Dywedaf wrthyh; Cymru ydyw. Efallai na allwch ymdopi â chael newyddion da am Amcan 1, ond y gwir amdani yw ein bod mewn sefyllfa lawer gwell na thair ardal Amcan 1 Lloegr. Ni ddywedaf hynny i honni ein bod yn well, ond rhaid imi wrthbrofi'r sothach a'r hen ystrydebau y parhewch i'w hailadrodd am 'lanastr', 'trychinebau' a 'gwacter'. Ni ddymunwch ystyried y ffeithiau—sydd mor amlwg â golau dydd—yn glŷn â pha un o'r pedair ardal Amcan 1 yr ymrwymwyd yr arian mwyaf iddi.

You mentioned waiting lists. It is true that there are orthopaedic waiting list problems in Gwent and South Glamorgan, which is not good. We have appointed four additional orthopaedic consultants. We hope that that will do the trick. It is a long-standing problem in Gwent and in the southern half of the Bro Taf Health Authority area. It is a serious problem and we hope that the latest appointments will solve it. However, if the orthopaedic consultants are not available, it is difficult to do so, as it takes 10 to 12 years for an orthopaedic consultant to become experienced.

You had a problem with the Welsh baccalaureate pilot scheme, but that is an achievement. It is an agreement that is proceeding and it is now out to tender. I do not know what the problem is with that. I call it nit-picking when you say, 'You did not agree with it before'. Progress is being made and we are committed to that pilot scheme. There are many achievements of which to be proud in the last five or six months.

**Rod Richards:** Does not the First Minister realise that what he thinks of the last 150 days does not matter? What the Cabinet and Assembly Members think of the last 150 days does not matter either. Is he not aware that people outside the Assembly are, at best, disappointed with what has gone on and, at worst, dismayed? That is partly because of the exaggerated expectations that he and his Government raised. The only people with whom the First Minister has been associated during the last 150 days whom I would compliment would be his hairdresser and his tailor.

**The First Minister:** I am not sure what to make of that, from an expert in the field. The Assembly is not yet two years old and the partnership Government is not yet six months old. Therefore, how do you manage expectations and persuade people, whether they are young, middle-aged or old, when they ask, 'What has the Assembly ever done

Crybwyllasoch amseroedd aros. Mae'n wir bod problemau ynglŷn ag amseroedd aros am driniaeth orthopedig yng Ngwent a De Morgannwg, nad yw'n sefyllfa dda. Penodwyd pedwar meddyg ymgynghorol orthopedig gennym. Gobeithiwn y bydd hynny'n datrys y broblem. Mae'n broblem a fodolodd ers amser maith yng Ngwent a hanner deheuol ardal Awdurdod Iechyd Bro Taf. Mae'n broblem ddifrifol a gobeithiwn y caiff ei datrys gan y penodiadau diweddaraf. Fodd bynnag, os nad yw'r meddygon ymgynghorol orthopedig ar gael, mae'n anodd gwneud hynny, gan ei bod yn cymryd rhwng 10 a 12 mlynedd i feddyg ymgynghorol orthopedig gael y profiad angenrheidiol.

Cawsoch broblem gyda chynllun peilot y fagloriaeth Gymreig, ond mae'n llwyddiant. Cytundeb ydyw sydd yn mynd rhagddo ac mae bellach wedi cyrraedd y broses dendro. Ni wn beth yw'r broblem o ran hynny. Yr ydych yn hollti blew yn fy marn i pan ddywedwch, 'Ni chytunasoch â hi o'r blaen'. Gwneir cynnydd ac yr ydym yn ymrwymedig i'r cynllun peilot hwnnw. Mae llawer o lwyddiannau i ymfalchïo ynddynt yn y pum neu chwe mis diwethaf.

**Rod Richards:** Oni sylweddola'r Prif Weinidog nad yw'n bwysig beth yw ei farn am y 150 diwrnod diwethaf? Nid yw barn y Cabinet ac Aelodau'r Cynulliad am y 150 diwrnod diwethaf yn bwysig ychwaith. Onid yw'n ymwybodol bod pobl y tu allan i'r Cynulliad wedi'u siomi, ar y gorau, gan yr hyn a ddigwyddodd ac wedi'u digalonni, yn y sefyllfa waethaf? Y rheswm dros hynny yn rhannol yw'r disgwyliadau rhy uchel a godwyd ganddo ef a'i Lywodraeth. Yr unig bobl y mae'r Prif Weinidog wedi bod yn gysylltiedig â hwy yn ystod y 150 o ddiwrnodau diwethaf y byddwn yn eu canmol yw ei driniwr gwallt a'i deiliwr.

**Prif Weinidog Cymru:** Nid wyf yn siŵr beth i'w wneud o hynny, gan arbenigwr yn y maes. Nid yw'r Cynulliad yn ddwy flyydd oed eto ac nid yw'r Llywodraeth bartneriaeth yn chwe mis oed eto. Felly, sut yr ydych yn rheoli disgwyliadau ac yn darbwyllo pobl, boed yn ifanc, yn ganol oed neu'n hen, pan ofynnant, 'Beth mae'r Cynulliad erioed

for me?' You ask them whether their child receives free school milk, if they are five to seven years old. If they are aged 16 to 25, have they benefited from frozen prescription charges or do they need access funding to get into college? If they are a bit older than that and are in the working age group, are they beneficiaries of an Objective 1 scheme? If they are elderly, are they beneficiaries of the home energy efficiency scheme or free bus passes, which will be available in 10 days' time? Gradually, you knock down the people who say, 'The Assembly has done nothing for me'. You take out all the different categories in the way that I mentioned in my preamble about '*gofalwch am y pethau bach*', looking after the little things. Gradually, by doing all those *pethau bach*, or little things, in a year or two everybody will be able to say, 'At least the Assembly has done that for me or a member of my family'. Then they can attach some weight to the Assembly's presence and the accountability that it gives to the people of Wales.

wedi'i wneud imi?' Gofynnwch iddynt a gaiff eu plentyn laeth ysgol am ddim, os ydynt rhwng pump a saith mlwydd oed. Os ydynt yn 16 i 25 mlwydd oed, a ydynt wedi elwa ar y taliadau presgripsiwn a gafodd eu rhewi neu a oes angen arian mynediad arnynt i fynd i'r coleg? Os ydynt ychydig yn hŷn ac yn y grŵp oed gweithio, a gânt fudd o gynllun Amcan 1? Os ydynt yn oedrannus, a gânt fudd o gynllun effeithlonrwydd ynni yn y cartref neu basiau bws am ddim, a fydd ar gael ymhen 10 diwrnod? Yn raddol, lleiheir y nifer o bobl a ddywed, 'Ni wnaeth y Cynulliad unrhyw beth imi'. Dileuir pob un o'r categorïau gwahanol yn y ffordd a grybwyllwyd gennyf yn fy rhaglith yn ymwneud â '*gofalwch am y pethau bach*'. Yn raddol, drwy wneud yr holl *bethau bach* hynny, gall pawb ddweud ymhen blwyddyn neu ddwy, 'O leiaf gwnaeth y Cynulliad hynny i mi neu i aelod o'm teulu'. Wedyn gallant roi rhywfaint o bwys ar bresenoldeb y Cynulliad a'r atebolrwydd a rydd i bobl Cymru.

## **Datganiad Busnes Business Statement**

**The Minister for Assembly Business (Andrew Davies):** I will begin by outlining changes to this week's business. The First Minister has already made the statement on the achievements of the partnership Government this afternoon. Copies of the report were circulated, as promised, earlier today.

Depending on developments, it is likely that, on Thursday, Carwyn Jones, the Minister for Rural Affairs, and Mike German, the Deputy First Minister and Minister for Economic Development, will make statements on the foot and mouth disease emergency. I will also seek to move a procedural motion on Thursday to bring forward a composite motion to approve five items of subordinate legislation, including the two Orders that we have withdrawn from Plenary today to accommodate the debate on foot and mouth disease.

Moving on to the next three weeks' business statement, business next Tuesday is as I reported last week. However, the motion to

**Y Trefnydd (Andrew Davies):** Dechreuaf drwy amlinellu'r newidiadau i fusnes yr wythnos hon. Mae'r Prif Weinidog eisoes wedi rhoi'r datganiad ar lwyddiannau'r Llywodraeth bartneriaeth y prynhawn yma. Dosbarthwyd copïau o'r adroddiad yn gynharach heddiw, fel yr addawyd.

Gan ddibynnu ar sut y datblyga'r sefyllfa, mae'n debygol y gwna Carwyn Jones, y Gweinidog dros Faterion Gwledig, a Mike German, y Dirprwy Brif Weinidog a'r Gweinidog dros Ddatblygu Economaidd, ddatganiadau ar argyfwng clwy'r traed a'r genau, ddydd Iau. Ceisiaf hefyd symud cynnig trefniadol ddydd Iau i symud cynnig cyfansawdd i gymeradwyo pum darn o is-ddeddfwriaeth ymlaen, gan gynnwys dau Orchymyn a dynnwyd yn ôl gennym o'r Cyfarfod Llawn heddiw i roi amser i'r ddadl ar glwy'r traed a'r genau.

Gan symud ymlaen at ddatganiad busnes y tair wythnos nesaf, bydd busnes dydd Mawrth nesaf fel y nodais yr wythnos

approve the Local Government (Best Value Performance Indicators) (Wales) Order 2001 will be the penultimate item of business. On Thursday 29 March, business will now also include a composite motion under Standing Order No. 22.5 to approve four items of subordinate legislation.

4:30 p.m.

On Tuesday 3 April, there will be a debate on mental health strategies, a Plaid Cymru minority party debate, a motion to delegate the functions contained in or under regulations made by the National Assembly under Section 2(2) of the European Communities Act 1972, a motion to approve the Suckler Cow Premium Regulations 2001 and a motion to approve the South Wales Sea Fisheries District (Variation) Order 2001, for which I have allowed half an hour. In view of this morning's discussion in Business Committee, I will consider with business managers whether we need to schedule a more wide-ranging debate on that matter.

On Thursday 5 April, business will include a debate on the transport framework policy, a motion to approve the Countryside and Rights of Way Act 2000, a Commencement No. 2 Order and a composite motion under Standing Order No. 22.25 to approve an item of subordinate legislation. The Assembly will be in recess between 9 and 29 April.

On Tuesday 1 May, business will include motions to approve items of subordinate legislation and Janice Gregory's short debate on crime, which was postponed again today. I am grateful to Janice for agreeing to defer it to accommodate today's urgent debate on the foot and mouth outbreak.

On Thursday 3 May, business will include a debate on the Care Standards Act 2000. Finally, on the advice of the Business Committee this morning, the Deputy Presiding Officer has determined in accordance with Standing Order No. 22.5 that the following items of subordinate legislation need not be referred to a Subject Committee. These are the Processed Cereal-based Foods and Baby Foods for Infants and Young

diwethaf. Fodd bynnag, y cynnig i gymeradwyo Gorchymyn Llywodraeth Leol (Dangosyddion Perfformiad Gwerth Gorau) (Cymru) 2001 fydd y busnes olaf ond un. Ddydd Iau 29 Mawrth, bydd busnes bellach hefyd yn cynnwys cynnig cyfansawdd o dan Reol Sefydlog Rhif 22.5 i gymeradwyo pedwar darn o is-ddeddfwriaeth.

Ddydd Mawrth 3 Ebrill, bydd dadl ar strategaethau iechyd y meddwl, dadl plaid leiafrifol Plaid Cymru, cynnig i ddirprwyo'r swyddogaethau sydd wedi eu cynnwys yn y rheoliadau a wnaethpwyd gan y Cynulliad Cenedlaethol o dan Adran 2(2) Deddf Cymunedau Ewropeaidd 1972 neu yn unol â'r rheoliadau hynny, cynnig i gymeradwyo Rheoliadau Premiwm Gwartheg Sugno 2001 a chynnig i gymeradwyo Gorchymyn Ardal Pysgodfeydd Môr De Cymru (Amrywio) 2001, y rhoddais hanner awr iddo. Yn sgîl y drafodaeth y bore yma yn y Pwyllgor Busnes, ystyriaif â'r rheolwyr busnes a fydd angen inni ailamserlennu dadl ehangach ei chwmpas ar y mater hwnnw.

Ddydd Iau 5 Ebrill, bydd busnes yn cynnwys dadl ar y polisi fframwaith trafniadaeth, cynnig i gymeradwyo Deddf Cefn Gwlad a Hawliau Tramwy 2000, Gorchymyn Cychwyn Rhif 2 a chynnig cyfansawdd o dan Reol Sefydlog Rhif 22.25 i gymeradwyo darn o is-ddeddfwriaeth. Bydd y Cynulliad ar doriad rhwng 9 a 29 Ebrill.

Ddydd Mawrth 1 Mai, bydd busnes yn cynnwys cynigion i gymeradwyo darnau o is-ddeddfwriaeth a dadl fer Janice Gregory ar droseddu, a ohiriwyd eto heddiw. Yr wyf yn ddiolchgar i Janice am gytuno i'w gohirio i roi amser i'r ddadl frys heddiw ar glwy'r traed a'r genau.

Ddydd Iau 3 Mai, bydd busnes yn cynnwys dadl ar Ddeddf Safonau Gofal 2000. Yn olaf, yn sgîl cyngor y Pwyllgor Busnes y bore yma, penderfynodd y Dirprwy Lywydd yn unol â Rheol Sefydlog Rhif 22.5 na fydd angen cyfeirio'r darnau canlynol o is-ddeddfwriaeth at Bwyllgor Pwnc, sef Rheoliadau Bwydydd Proses sydd wedi'u Seilio ar Rawn a Bwydydd ar gyfer Babanod a Phlant Ifanc (Diwygio) (Cymru) 2001,



Children (Amendment) (Wales) Regulations 2001, the Infant Formula and Follow-on Formula (Amendment) (Wales) Regulations 2001, the Housing (Right to Buy) (Priority of Charges) (Wales) Order 2001 and the Coffee Extracts and Chicory Extracts (Wales) Regulations 2001. Arrangements will be made to post a copy of this statement to the intranet and internet.

Rheoliadau Fformwla Fabanod a Fformwla Ddilynol (Diwygio) (Cymru) 2001, Gorchymyn Tai (Hawl i Brynu) (Blaenoriaeth Arwystlon) (Cymru) 2001 a Rheoliadau Echdynion Coffi ac Echdynion Sicori (Cymru) 2001. Trefnir i gopi o'r datganiad hwn gael ei osod ar y fewnwyd a'r rhyngrwyd.

**The Presiding Officer:** Are there any objections to the business statement? I see that there are none. I therefore invite comments on it.

**Y Llywydd:** A oes unrhyw wrthwynebiadau i'r datganiad busnes? Gwelaf nad oes. Gwahoddaf sylwadau arno felly.

**Ieuan Wyn Jones:** During his reply on the issue of Corus, the First Minister indicated that an announcement on the management's response to the union's plans might be expected next week. If that is the case, can you assure us that there will be an opportunity for a full debate on the implications of that announcement before the Easter recess?

**Ieuan Wyn Jones:** Yn ystod ei ymateb i fater Corus, nododd y Prif Weinidog y gellid disgwyl cyhoeddiad ar ymateb y rheolwyr i gynlluniau'r undeb yr wythnos nesaf. Os felly, a allwch roi sicrwydd inni y bydd cyfle i gael dadl lawn ar oblygiadau'r cyhoeddiad hwnnw cyn toriad y Pasg?

**Andrew Davies:** Yes, our position has always been clear. We will keep the Assembly fully briefed on any developments. If there are any significant developments, such as those you have outlined, I am sure that we will inform the Assembly.

**Andrew Davies:** Gallaf, bu ein safbwynt bob amser yn glir. Rhoddwn yr holl wybodaeth i'r Cynulliad am unrhyw ddatblygiadau. Os ceir unrhyw ddatblygiadau arwyddocaol, megis y rheini a amlinellwyd gennych, yr wyf yn siŵr y byddwn yn rhoi gwybod i'r Cynulliad.

**William Graham:** Andrew, I am glad to see that you have recovered. Unfortunately, you were unable to attend this morning's Business Committee meeting. However, at short notice, your colleague, Edwina Hart, joined us. It was refreshing to see her approach to the Business Committee's problems.

**William Graham:** Andrew, yr wyf yn falch o weld eich bod yn well. Yn anffodus, ni allech fynychu cyfarfod y Pwyllgor Busnes y bore yma. Fodd bynnag, ar fyr rybudd, ymunodd eich cyd-Aelod, Edwina Hart, â ni. Yr oedd ei hymagwedd tuag at broblemau'r Pwyllgor Busnes yn braf i'w weld.

**The Presiding Officer:** Order. Is this a question about business?

**Y Llywydd:** Trefn. Ai cwestiwn ynglŷn â busnes yw hwn?

**William Graham:** Yes. As I said, Mrs Hart kindly attended the Business Committee meeting at short notice. Will you and your administration ensure that there is a dedicated deputy who can facilitate the Committee's business if you are unavailable?

**William Graham:** Ie. Fel y dywedais, bu Mrs Hart mor garedig â mynychu cyfarfod y Pwyllgor Busnes ar fyr rybudd. A fyddwch chi a'ch gweinyddiaeth yn sicrhau bod dirprwy penodedig a all hwyluso busnes y Pwyllgor os na fyddwch ar gael?

**Andrew Davies:** Thank you for your good wishes, William. I was unavailable at short notice. If I had known previously, I would

**Andrew Davies:** Diolch am eich dymuniadau da, William. Nid oeddwn ar gael ar fyr rybudd. Pe byddwn yn gwybod yn

have ensured that a deputy was present. However, we will consider this issue in due course.

**Alun Pugh:** Do you have any plans to hold a debate on the relationship between England and Wales? In view of recent statements by senior members of Plaid Cymru I would welcome the opportunity for Plaid Cymru to put its policy on the record. It is only fair that its leader be given another opportunity because, as its chief executive said on the BBC last week, he is not very good on television.

**The Presiding Officer:** Order. That is not relevant to Assembly business.

**Andrew Davies:** It is an interesting suggestion and I will give it due consideration.

*Derbyniwyd y datganiad busnes.  
Business statement adopted.*

*Daeth y Dirprwy Lywydd i'r Gadair am 4:32 p.m.  
The Deputy Presiding Officer took the Chair at 4:32 p.m.*

### **Pwynt o Drefn Point of Order**

**The Deputy Presiding Officer (John Marek):** From now on, the Business Committee will ensure that Members receive information about debates that have been tabled for discussion that day. Information should have been e-mailed to you mid-morning. In future, the Committee will ensure that you receive it earlier and it will be in an even more consumer-friendly form than is currently the case.

**Ieuan Wyn Jones:** Point of order. There will be a Plaid Cymru minority party debate later that should last for an hour. How do you intend to deal with that issue?

**The Deputy Presiding Officer:** Plaid Cymru will have an hour. I cannot give an indication now of how I will deal with that because it depends on how long we spend on this debate. Once this debate is closed, I will be in a much better position to advise you.

gynharach, byddwn wedi sicrhau bod dirprwy yn bresennol. Fodd bynnag, ystyriwn y mater hwn maes o law.

**Alun Pugh:** A oes unrhyw gynlluniau gennych i gynnal dadl ar y berthynas rhwng Cymru a Lloegr? Yn sgîl datganiadau diweddar gan uwch aelodau o Blaid Cymru, croesawn y cyfle i Blaid Cymru gofnodi ei pholisi. Mae ond yn deg y dylid rhoi cyfle arall i'w harweinydd, gan nad yw'n dda iawn ar y teledu, fel y dywedodd ei phrif weithredwr ar y BBC yr wythnos diwethaf.

**Y Llywydd:** Trefn. Nid yw hynny'n berthnasol i fusnes y Cynulliad.

**Andrew Davies:** Mae'n awgrym diddorol a rhoddaf ystyriaeth briodol iddo.

**Y Dirprwy Lywydd (John Marek):** O hyn ymlaen, bydd y Pwyllgor Busnes yn sicrhau y caiff yr Aelodau wybodaeth am ddadleuon a gyflwynwyd i'w trafod y diwrnod hwnnw. Dylai'r wybodaeth gael ei hanfon atoch drwy e-bost erbyn canol y bore. Yn y dyfodol, bydd y Pwyllgor yn sicrhau eich bod yn ei chael yn gynharach a daw ar ffurf hyd yn oed yn haws i'w deall nag ydyw ar hyn o bryd.

**Ieuan Wyn Jones:** Pwynt o drefn. Bydd dadl plaid leiafrifol Plaid Cymru yn nes ymlaen a ddylai bara am awr. Sut y bwriadwch ddelio â'r mater hwnnw?

**Y Dirprwy Lywydd:** Caiff Plaid Cymru awr. Ni allaf nodi yn awr sut y byddaf yn delio â hynny gan ei bod yn dibynnu faint o amser a dreuliwn yn trafod y ddadl hon. Ar ôl i'r ddadl hon ddod i ben, byddaf mewn sefyllfa lawer gwell i roi gwybod ichi.

## **Dirprwyo Swyddogaethau'r Ddeddf Trafnidiaeth i Brif Weinidog Cymru** **Delegation of Functions of the Transport Act to the First Minister**

**The Minister for Environment (Sue Essex):** I propose that

*The National Assembly for Wales, acting under sections 62(1)(b) of the Government of Wales Act 1998, resolves to delegate all the functions of the National Assembly contained in or under the Transport Act 2000 (available on the HMSO website: <http://www.legislation.hmso.gov.uk/acts/acts/2000/20000038.html>) to the Assembly First Minister, save those which by law cannot be so delegated.*

*Nothing in this motion will have the effect of reducing the pre-eminence of the authority of the full Assembly or of reducing the role of the Assembly Committees in the exercise of the above functions.*

The Transport Act 2000 received Royal Assent on 30 November 2000 and contains five parts and 31 schedules. The purpose of this motion is to seek your agreement to the delegation of the powers contained in the Act to the First Minister. This delegation will be made in the knowledge that those powers will be further delegated to the appropriate Assembly Minister and, where necessary, to staff.

The Act, which is the first major piece of transport legislation for nearly 20 years, covers four main areas: air traffic; measures to improve local passenger transport services; measures to reduce road congestion and pollution; and measures to promote the use of railways through the Strategic Rail Authority. The fifth part of the Act covers miscellaneous items.

**Y Gweinidog dros yr Amgylchedd (Sue Essex):** Cynigiad fod

*Cynulliad Cenedlaethol Cymru, yn gweithredu o dan adrannau 62(1)(b) Deddf Llywodraeth Cymru 1998, yn penderfynu dirprwyo holl swyddogaethau'r Cynulliad Cenedlaethol sydd wedi eu cynnwys yn Neddf Trafnidiaeth 2000, neu yn unol â'r ddeddf honno (sydd ar gael ar wefan HMSO: <http://www.legislation.hmso.gov.uk/acts/acts/2000/20000038.html>) i Brif Weinidog y Cynulliad, heblaw am y rhai hynny na ellir trwy ddeddf eu dirprwyo yn y modd hwn.*

*Ni fydd cynnwys y cynnig hwn yn lleihau goruchafiaeth awdurdod y Cynulliad llawn nac yn lleihau rôl Pwyllgorau'r Cynulliad wrth weithredu'r swyddogaethau uchod.*

Cafodd Deddf Trafnidiaeth 2000 Gydsyniad Brenhinol ar 30 Tachwedd 2000 ac mae'n cynnwys pum rhan a 31 o atodlenni. Diben y cynnig hwn yw ceisio cael eich cytundeb i ddirprwyo'r pwerau a gaiff eu cynnwys yn y Ddeddf i'r Prif Weinidog. Gwneir hyn gan fod yn ymwybodol y caiff y pwerau hynny eu dirprwyo ymhellach i'r Gweinidog priodol yn y Cynulliad a, lle y bo angen, i staff y Cynulliad.

Mae'r Ddeddf, sef y darn mawr cyntaf o is-ddeddfwriaeth trafndiaeth ers bron 20 mlynedd, yn cwmpasu pedwar prif faes: trafndiaeth yr awyr; mesurau i wella gwasanaethau trafndiaeth teithwyr lleol; mesurau i leihau tagfeydd ar y ffyrdd a llygredd; a mesurau i hyrwyddo'r defnydd o reilffyrdd drwy'r Awdurdod Rheilffyrdd Strategol. Mae pumed rhan y Ddeddf yn cwmpasu eitemau amrywiol.

Part I of the Act covers policy and powers relating to air traffic services, which are matters for the Secretary of State for the Environment, Transport and the Regions. Part II of the Act, on local transport, is of considerable relevance to the Assembly. The Act's provisions on local transport are a considerable step forward and impose a duty on local authorities to prepare and publish local transport plans that set out their policies for the promotion of safe, integrated, efficient and economic transport facilities to, from and within their area. It also requires that, as part of these plans, local authorities should include a strategy for carrying out their bus functions. That is a first.

The Act provides formal powers for local authorities to bring forward bus quality partnership schemes. These allow joint authority operator activity to develop infrastructure and service improvements. As well as quality partnership schemes, local authorities also have the power to enter into quality contract schemes whereby they specify bus services in a particular area and let contracts for their provision to bus operators. Contracts, as opposed to partnerships, are limited to single bus companies and may be regarded as being rather like franchises for particular services. The Assembly has the power to issue guidance to local authorities on the elements of quality partnerships and to approve the introduction of quality contract schemes.

The Act allows local authorities to subsidise and set minimum targets for operators to ensure service provision and to promote transport integration and quality. Local authorities are also able to require bus operators to co-operate in the provision of joint ticketing, and the Act also places a duty on local transport authorities to ensure that bus passenger information is provided in their area. These are important provisions for us in Wales. Last week I met the Welsh Local Government Association, the bus operators and others to discuss how we can progress these powers.

Mae rhan I y Ddeddf yn cwmpasu polisïau a phwerau sydd yn ymwneud â gwasanaethau trafndiaeth yr awyr, sef materion i'r Ysgrifennydd Gwladol dros yr Amgylchedd, Trafnidiaeth a'r Rhanbarthau. Mae rhan II y Ddeddf, sydd yn ymwneud â thrafnidiaeth leol, yn berthnasol iawn i'r Cynulliad. Mae darpariaethau'r Ddeddf o ran trafndiaeth leol yn gam sylweddol ymlaen ac yn rhoi dyletswydd ar awdurdodau lleol i baratoi a chyhoeddi cynlluniau trafndiaeth lleol sydd yn nodi eu polisïau o ran hyrwyddo cyfleusterau trafndiaeth diogel, integredig, effeithlon a darbodus i'w hardal, o'u hardal ac oddi mewn iddi. Mae hefyd yn ei gwneud yn ofynnol i awdurdodau lleol, fel rhan o'r cynlluniau hyn, gynnwys strategaeth ar gyfer cyflawni eu swyddogaethau o ran bysiau. Mae hynny'n arloesol.

Rhydd y Ddeddf bwerau ffurfiol i awdurdodau lleol symud cynlluniau partneriaeth ansawdd bysiau ymlaen. Caniatâ'r rheini i weithredwyr awdurdodau ar y cyd weithio i ddatblygu isadeiledd ac i wella gwasanaethau. Yn ogystal â'r cynlluniau partneriaeth ansawdd, mae'r pŵer gan awdurdodau lleol hefyd i ymgymryd â chynlluniau contract ansawdd lle y nodant wasanaethau bysiau mewn ardal arbennig a lle y gosodant gcontractau i'w darparu i weithredwyr bysiau. Mae'r contractau, mewn cyferbyniad â'r partneriaethau, yn gyfyngedig i gwmnïau bysiau unigol a gellir ystyried eu bod yn debyg i fasnachfreintiau ar gyfer gwasanaethau penodol. Mae gan y Cynulliad y pŵer i gyhoeddi arweiniad i awdurdodau lleol ar elfennau partneriaethau ansawdd ac i gymeradwyo cyflwyno cynlluniau contract ansawdd.

Mae'r Ddeddf yn caniatáu i awdurdodau lleol roi cymorthdaliadau ac i osod isafswm targedau ar gyfer gweithredwyr er mwyn sicrhau y darperir y gwasanaeth ac er mwyn hyrwyddo system drafnidiaeth integredig ac ansawdd. Gall awdurdodau lleol hefyd ei gwneud yn ofynnol i weithredwyr bysiau gydweithio yn y gwaith o ddarparu tocynnau ar y cyd, a rhydd y Ddeddf ddyletswydd hefyd ar awdurdodau trafndiaeth lleol i sicrhau y darperir gwybodaeth i deithwyr am fysiau yn eu hardal. Mae'r rhain yn ddarpariaethau pwysig inni yng Nghymru. Yr wythnos diwethaf, cefais gyfarfod â

Chymdeithas Llywodraeth Leol Cymru, gweithredwyr bysiau ac eraill i drafod sut y gallwn ddatblygu'r pwerau hyn.

The Act puts on a statutory basis the commitment by central Government to a national concessionary fare. All pensioners and disabled people should be entitled to travel at a discount of at least 50 per cent on buses using a free bus pass. I am pleased to say that we have already developed our own national scheme in Wales. I am sure that had some influence on how the Act went through Parliament.

Gwna'r Ddeddf ymrwymiad Llywodraeth ganolog i gyflwyno tocynnau rhatach cenedlaethol yn statudol. Dylai pob pensiywr a phob person anabl gael yr hawl i gael tocynnau am o leiaf 50 y cant yn rhatach ar fysiau gan ddefnyddio pas bws am ddim. Mae'n bleser gennnyf ddweud ein bod eisoes wedi datblygu ein cynllun cenedlaethol ein hunain yng Nghymru. Yr wyf yn siŵr y cafodd rywfaint o ddylanwad ar daith y Ddeddf drwy'r Senedd.

The Act also gives a more flexible power for the traffic commissioners to impose a financial penalty on bus operators that run unreliable services. The National Assembly has the power to specify to the traffic commissioner the level of penalties to be set in Wales. The money raised from these penalties will come direct to the Assembly. I am still pursuing the reintroduction of the traffic commissioner's office in Wales and, ideally, a separate traffic commissioner for Wales. I will continue to pursue that until we get it. I emphasise that before the concessionary fare can come into effect, much preparatory work needs to be done, in terms of making the regulations and publishing the reimbursement arrangements.

Rhydd y Ddeddf bŵer mwy hyblyg i gomisiynwyr trafndiaeth orfodi cosb ariannol ar weithredwyr bysiau na ellir dibynnu ar eu gwasanaethau. Mae gan y Cynulliad Cenedlaethol y pŵer i nodi lefel y cosbau i'w gosod yng Nghymru i'r comisiynydd trafndiaeth. Daw'r arian a godir o'r cosbau hyn yn uniongyrchol i'r Cynulliad. Parhaf i fynd ar drywydd ailgyflwyno swyddfa'r comisiynydd trafndiaeth yng Nghymru ac, yn ddelfrydol, comisiynydd trafndiaeth ar wahân i Gymru. Parhaf i fynd ar drywydd hynny hyd nes y'i cawn. Pwysleisiaf y ffaith fod angen gwneud llawer o waith paratoi, o ran gwneud y rheoliadau a chyhoeddi'r trefniadau ad-dalu, cyn y gall y tocynnau rhatach dod i rym.

Part III of the Act deals with road user charging and workplace parking levies. This is an innovative piece of legislation, designed to tackle road congestion and pollution. The Act will enable local traffic authorities to introduce road user charges and workplace parking levies to help tackle congestion as part of a local transport plan. I emphasise that it would be as part of a local transport plan. The revenues raised would be spent on measures for improving local transport. The Assembly is required to make regulations for this and to approve any scheme that a local authority wishes to introduce.

Mae Rhan III y ddeddf yn delio â chodi tâl ar ddefnyddwyr ffyrdd a threthi am barcio yn y gweithle. Mae hon yn is-ddeddfwriaeth arloesol, gyda'r nod o fynd i'r afael â thagfeydd ffyrdd a llygredd. Bydd y Ddeddf yn galluogi awdurdodau trafndiaeth lleol i gyflwyno taliadau ar ddefnyddwyr ffyrdd a threthi am barcio yn y gweithle er mwyn helpu i fynd i'r afael â thagfeydd fel rhan o gynllun trafndiaeth lleol. Pwysleisiaf y byddai'n rhan o gynllun trafndiaeth lleol. Câi'r refeniw a godir ei wario ar fesurau i wella trafndiaeth leol. Mae'n ofynnol i'r Cynulliad wneud rheoliadau ar gyfer hyn a chymeradwyo unrhyw gynllun y mae awdurdod lleol am ei gyflwyno.

4:40 p.m.

Part IV of the Act deals with railways and establishes the Strategic Rail Authority;

Mae rhan IV y Ddeddf yn delio â rheilffyrdd ac yn sefydlu'r Awdurdod Rheilffyrdd

many will know that it was referred to in its first form as the shadow Strategic Rail Authority. Provision is made for the transfer to the authority of the functions, rights and liabilities of the franchising director. The Act provides that the SRA, with the rail regulator, can impose effective sanctions on the rail industry, where franchise agreements or licence terms are broken. The Act also sets out general powers for the Assembly to exercise concurrently with the Strategic Rail Authority, to enable grant payment for freight facilities in Wales. The Act places a statutory duty on the SRA to consult the National Assembly on all issues affecting Wales, and requires the appointment of a member on the SRA board to represent Wales. We will discuss the SRA later in Plaid Cymru's Minority Party Debate. It has so far worked closely with us in Wales and its representatives recently met members of the Environment, Planning and Transport Committee.

Part V of the Act, has miscellaneous provisions. The Act allows for local authorities to designate areas as 'home zones' or 'quiet lanes'. A home zone is a street or group of streets that allow pedestrians and cyclists to take priority over motor vehicles, opening up the street for social use. Designating an area as a quiet lane enables the local authority to introduce speed-reducing measures. The Assembly has the powers to make regulations and supply guidance on the use of home zones and quiet lanes. These are important provisions for Wales, and match my aspirations for supporting safer communities.

In conclusion, let us remember that today's debate is about delegating powers and starting the process that will implement the Transport Act 2000 in a way that is appropriate to Wales. A range of new subordinate legislation is needed to put the Act's provisions into effect, which the Assembly will consider in the future. I

Strategol; gŵyr llawer o bobl y cyfeiriwyd ato ar ei ffurf cyntaf fel yr Awdurdod Rheilffyrdd Strategol cysgodol. Gwneir darpariaeth i drosglwyddo i'r awdurdod swyddogaethau, hawliau a chyfrifoldebau'r cyfarwyddwr masnachfreinio. Darpara'r Ddeddf y gall yr Awdurdod Rheilffyrdd Strategol, ar y cyd â'r rheoleiddiwr rheilffyrdd, osod cosbau effeithiol ar y diwydiant rheilffyrdd, lle y torrir cytundebau'r fasnachfaint neu amodau'r drwydded. Noda'r Ddeddf hefyd y pwerau cyffredinol y dylai'r Cynulliad eu hymarfer ar y cyd â'r Awdurdod Rheilffyrdd Strategol, i alluogi grantiau i gael eu talu am gyfleusterau cludo nwyddau yng Nghymru. Rhydd y Ddeddf ddyletswydd statudol ar yr Awdurdod Rheilffyrdd Statudol i ymgynghori â'r Cynulliad Cenedlaethol ar yr holl faterion sydd yn effeithio ar Gymru, ac mae'n ei gwneud yn ofynnol penodi aelod ar fwrdd yr Awdurdod Rheilffyrdd Strategol i gynrychioli Cymru. Trafodwn yr Awdurdod Rheilffyrdd Strategol yn nes ymlaen yn Nadl Plaid Leiafrifol Plaid Cymru. Cydweithiodd yn agos â ni yng Nghymru hyd yma a chafodd ei gynrychiolwyr gyfarfod yn ddiweddar gydag aelodau o Bwyllgor yr Amgylchedd, Cynllunio a Thrafnidiaeth.

Mae Rhan V y Ddeddf yn cynnwys darpariaethau amrywiol. Caniatâ'r Ddeddf i awdurdodau lleol benodi ardaloedd yn 'barthau cartref' neu 'lonydd tawel'. Parth cartref yw stryd neu grŵp o strydoedd lle y caiff cerddwyr a seiclwyr flaenoriaeth dros gerbydau modur, gan agor y stryd at ddefnydd cymdeithasol. Mae penodi ardal yn lôn dawel yn galluogi'r awdurdod lleol i gyflwyno mesurau lleihau cyflymder. Mae gan y Cynulliad y pŵer i wneud rheoliadau a chyflwyno arweiniad ar y defnydd o barthau cartref a lonydd tawel. Mae'r rhain yn ddarpariaethau pwysig i Gymru, ac yn cyd-fynd â'm dyheadau i gefnogi cymunedau mwy diogel.

I gloi, gadewch inni gofio bod y ddadl heddiw yn ymwneud â dirprwyo pwerau a dechrau'r broses a fydd yn gweithredu Deddf Trafnidiaeth 2000 mewn ffordd sydd yn briodol i Gymru. Mae angen amrywiaeth o ddarnau newydd o is-ddeddfwriaeth i weithredu darpariaethau'r Ddeddf, a gaiff eu hystyried gan y Cynulliad yn y dyfodol.

commend the motion.

**Helen Mary Jones:** The Party of Wales will support this delegation of functions, in keeping with the principles of cabinet government. I will resist the temptation to use phrases such as, 'Functions? What functions?' or 'the functions such as they are'. However, it is a huge temptation to do so because, despite some positive elements, the Transport Act 2000 is a lost opportunity for Wales. The powers on local transport plans and bus quality partnerships are welcome, and will be useful. The powers on concessionary fares are also welcome, but with bus services currently in a poor state in many areas, their value as a stand-alone initiative is questionable. I take this opportunity to urge the Minister to extend concessionary fares to community transport schemes, which are often the only form of public transport that can be accessed by elderly and disabled people.

The Assembly should be relieved that it is not being called to participate in, or have responsibility for, the Westminster Government's absurd and dangerous plans to partly privatise air traffic control. However, I urge colleagues, particularly those in the Labour Party, to reflect on how closely they wish to be associated with such measures, when they decide how to vote in our transport debate later this afternoon.

The real tragedy for Wales in this Act is the settlement on the railways. The Assembly is empowered to grant freight facilities payments concurrently with the Strategic Rail Authority, but it will have no power to direct the authority. That is in sharp contrast to the powers given to the Scottish Parliament and the London Assembly. So far, as the Minister said, the Strategic Rail Authority has co-operated with us, but that is by its grace and favour. It has no obligation to do anything more than consult us. That is—as has been said more than once in this Chamber—an insult to Welsh democracy, but even worse, it is a real impediment to developing a fully-integrated transport policy for Wales.

Cymeradwyaf y cynnig.

**Helen Mary Jones:** Bydd Plaid Cymru yn cefnogi dirprwyo swyddogaethau yn y modd hwn, yn unol ag egwyddorion llywodraeth gabinet. Ni ildiaf i'r temtasiwn o ddefnyddio ymadroddion fel, 'Swyddogaethau? Pa swyddogaethau?' neu 'y swyddogaethau fel y maent'. Fodd bynnag, mae'n demtasiwn enfawr i'w wneud gan fod Cymru wedi colli cyfle o ran Deddf Trafnidiaeth 2000, er gwaethaf rhai elfennau cadarnhaol. Croesewir y pwerau o ran cynlluniau trafndiaeth lleol a phartneriaethau ansawdd bysiau, a byddant yn ddefnyddiol. Croesewir y pwerau o ran tocynnau rhatach hefyd, ond gyda gwasanaethau bysiau mewn cyflwr gwael ar hyn o bryd mewn llawer o ardaloedd, mae eu gwerth fel menter ar ei phen ei hunan yn amheus. Cymeraf y cyfle hwn i annog y Gweinidog i ehangu tocynnau rhatach i gynlluniau trafndiaeth cymunedol, sef yr unig drafndiaeth gyhoeddus y gall yr henoed a phobl anabl ei defnyddio yn aml.

Dylai'r Cynulliad fod yn falch o glywed nad oes rhaid iddo gymryd rhan mewn cynlluniau hurt a pheryglus Llywodraeth San Steffan i breifateiddio'r adran rheoli trafndiaeth yr awyr ac nad oes rhaid inni fod yn gyfrifol amdanynt. Fodd bynnag, anogaf fy nghyd-Aelodau, yn enwedig y rheini yn y Blaid Lafur, i ystyried pa mor agos yr hoffent fod yn gysylltiedig â mesurau o'r fath, pan benderfynant sut i bleidleisio yn ein dadl ar drafndiaeth yn nes ymlaen y prynhawn yma.

Y setliad ar y rheilffyrdd yw'r gwir drychineb i Gymru yn y Ddeddf hon. Awdurdodir y Cynulliad i roi taliadau i gyfleusterau cludo nwyddau ar y cyd â'r Awdurdod Rheilffyrdd Strategol, ond ni fydd y pŵer ganddo i roi cyfarwyddyd i'r awdurdod. Mae hynny'n hollol wahanol i'r pwerau a roddwyd i Senedd yr Alban a Chynulliad Llundain. Hyd yma, fel y dywedodd y Gweinidog, mae'r Awdurdod Rheilffyrdd Strategol wedi cydweithio â ni, ond dim ond oherwydd ei ras a ffafr. Nid oes rhaid iddo wneud unrhyw beth yn fwy nag ymgynghori â ni. Sarhad i ddemocratiaeth Cymru yw hynny—fel y dywedwyd fwy nag unwaith yn y Siambr hon—ond hyd yn oed yn waeth, mae'n rhwystro'r gwaith o ddatblygu polisi trafndiaeth cwbl integredig i

Gymru.

Last week, we urged the Government of Wales to seek to put this right and place it high on its list of Welsh measures to be put forward for the next Queen's Speech, it refused. We have the opportunity to put that right this afternoon, and I look forward to doing so.

**Mick Bates:** The Liberal Democrats support this motion, which makes the necessary delegation of executive powers, while recognising the primacy of the Assembly as a whole. We welcome the provisions that allow local authorities to take action on bus services and look forward to the implementation of free bus passes, which the partnership Government will bring into action in a few weeks.

The party also welcomes the provision for congestion charges and workplace parking levies. I am also pleased that we can now designate streets as home zones and quiet lanes. These will help to reduce the speed of traffic in many rural communities, which has become a great danger to many people in our small rural communities. We want the Assembly to direct the Strategic Rail Authority on matters relating to Wales. Finally, we have consistently opposed the ill-conceived plans in the Act for the partial privatisation of air traffic control. However, we believe that this motion is a step forward and, although Helen Mary Jones said that it does not help the integration of transport in Wales, you cannot achieve that overnight. This is a step in the right direction to achieve our vision of integrated transport in Wales.

**David Davies:** The Conservative Party will vote against these measures today. We did not receive a copy until 11a.m. today. It is unacceptable that details of complicated and wide-ranging matters are not distributed to Assembly Members in time. We ask that that should be considered and that in future, when we consider legislation such as this, we are given the information in good time. We agree with a great deal in this Act and we are not trying to be entirely negative about it. We

Yr wythnos diwethaf, anogasom Lywodraeth Cymru i geisio unioni hyn drwy roi'r mater ar ben ei rhestr o fesurau Cymreig i'w cyflwyno ar gyfer Araith nesaf y Frenhines, gwrthododd wneud hynny. Mae cyfle gennym y prynhawn yma i unioni hyn, ac edrychaf ymlaen at wneud hynny.

**Mick Bates:** Cefnoga'r Democratiaid Rhyddfrydol y cynnig hwn, sydd yn dirprwyo pwerau gweithredol yn briodol, tra'n cydnabod goruchafiaeth y Cynulliad cyfan. Croesawn y darpariaethau sydd yn caniatáu i awdurdodau lleol gymryd camau o ran gwasanaethau bysiau ac edrychwn ymlaen at weithredu pasiau bws am ddim, a gaiff ei gyflwyno gan y Llywodraeth bartneriaeth ymhen ychydig wythnosau.

Croesawa'r blaid hefyd y ddarpariaeth o ran taliadau i leihau tagfeydd a threthi am barcio yn y gweithle. Yr wyf yn falch hefyd y gallwn bellach ddynodi strydoedd yn barthau cartref a lonydd tawel. Bydd y rhain yn helpu i leihau cyflymder trafndiaeth mewn llawer o gymunedau gwledig, a daeth yn beryglus iawn i lawer o bobl yn ein cymunedau gwledig bach. Yr ydym am i'r Cynulliad roi cyfarwyddyd i'r Awdurdod Rheilffyrdd Strategol ar faterion sydd yn ymwneud â Chymru. Yn olaf, yr ydym wedi gwrthwynebu yn gyson y cynlluniau a luniwyd yn wael yn y Ddeddf i breifateiddio'r adran rheoli trafndiaeth yr awyr yn rhannol. Fodd bynnag, credwn fod y cynnig hwn yn gam ymlaen ac, er i Helen Mary Jones ddweud nad yw hyn yn helpu i integreiddio trafndiaeth yng Nghymru, ni ellir gwneud hynny dros nos. Mae'n gam i'r cyfeiriad cywir i gyflawni ein gweledigaeth o drafndiaeth integredig yng Nghymru.

**David Davies:** Pleidleisia'r Blaid Geidwadol yn erbyn y mesurau hyn heddiw. Ni chawsom gopi tan 11a.m. heddiw. Mae'n annerbyniol na ddosberthir manylion am fater sydd mor gymhleth ac mor eang i Aelodau'r Cynulliad mewn pryd. Gofynnwn y dylid ystyried hynny ac y dylid rhoi'r wybodaeth inni mewn da bryd yn y dyfodol, pam ystyriwn ddeddfwriaeth fel hon. Cytunwn â llawer o'r hyn a geir yn y Ddeddf hon ac ni cheisiwn fod yn gwbl negyddol amdani. Byddem o



would be in favour of the Assembly doing everything within its power to influence the SRA's direction. However, there is a great deal in the Act with which we disagree. For that reason, we will vote against the motion today. We are particularly concerned about concessionary fares. I have spoken to several people in the industry who provide bus transport who say that they are unable to make a profit from the concessionary fares. Although they will be carrying extra passengers, they will not benefit from that increase in passenger numbers. That will be a disincentive to them to—

**Peter Black** *rose*—

**David Davies:** I will give way in a minute. That will be a disincentive to them to offer extra services.

**Peter Black:** Are you arguing that we should subsidise passengers or profit?

**David Davies:** I am not advocating that we should subsidise profit, but as the Plaid Cymru transport spokesman said earlier, any private company will want to make a profit. That is the basis on which a private company operates. If we do not give private companies the opportunity to make profit, then they will not offer the services that we want. That is common sense unless you happen to be a liberal intellectual.

**David Melding:** There is no such thing.

**David Davies:** My colleague is correct. There is no such thing. The other proposal with which we take great issue is road user charging schemes. Motorists are already being hit in the pocket, being taxed, tax after tax, and levied for using a car. This Government is clearly anti-car. These road user charging schemes are another manifestation of this Government's anti-car prejudice. We are not only talking about congestion charging in urban areas. The Act also refers to congestion charging in some of the national parks, as if there were not enough problems already in rural areas. The Act will consider allowing local authorities to charge people for driving their cars in rural areas. That is unacceptable. We will vote

blaid y Cynulliad yn gwneud popeth o fewn ei allu i ddylanwadu ar gyfeiriad yr Awdurdod Rheilffyrdd Strategol. Fodd bynnag, mae llawer iawn o bethau yn y Ddeddf na chytunwn arnynt. Oherwydd hynny, pleidleisiwn yn erbyn y cynnig heddiw. Pryderwn yn benodol am docynnau rhatach. Siaredais â nifer o bobl yn y diwydiant sydd yn darparu trafnidiaeth mewn bysiau a ddywed na allant wneud elw o'r tocynnau rhatach. Er y bydd teithwyr ychwanegol ganddynt, ni fyddant yn elwa ar y ffaith bod mwy o deithwyr ganddynt. Bydd hynny yn anghymhelliad iddynt—

**Peter Black** *a gododd*—

**David Davies:** Ildiaf mewn munud. Bydd hynny yn anghymhelliad iddynt gynnig gwasanaethau ychwanegol.

**Peter Black:** A ydych yn dadlau y dylem sybsideiddio teithwyr neu elw?

**David Davies:** Nid argymhellaf y dylem sybsideiddio elw, ond fel y dywedodd llefarydd trafnidiaeth Plaid Cymru yn gynharach, bydd unrhyw gwmni preifat am wneud elw. Dyna sail gweithredu cwmni preifat. Os na roddwn y cyfle i gwmnïau preifat wneud elw, yna na chynigiant y gwasanaethau sydd eu heisiau arnom. Mae hynny'n synnwyr cyffredin onid ydych yn digwydd bod yn berson deallus rhyddfrydol.

**David Melding:** Nid yw'r fath beth yn bodoli.

**David Davies:** Mae fy nghyd-Aelod yn iawn. Nid yw'r fath beth yn bodoli. Y cynnig arall yr anghytunwn ag ef yw'r cynlluniau i godi tâl ar ddefnyddwyr y ffyrdd. Mae modurwyr eisoes yn colli arian, drwy orfod talu un dreth ar ôl y llall am ddefnyddio car. Mae'n amlwg bod y Llywodraeth hon yn gwrth-geir. Mae'r cynlluniau hyn i godi tâl ar ddefnyddwyr y ffyrdd yn arwydd arall o ragfarn gwrth-geir y Llywodraeth hon. Ni chyfeiriwn at daliadau i leihau tagfeydd mewn ardaloedd trefol yn unig. Cyfeiria'r Ddeddf hefyd at godi taliadau i leihau tagfeydd mewn rhai o'r parciau cenedlaethol, fel pe na bai digon o broblemau eisoes mewn ardaloedd gwledig. Ystyria'r Ddeddf ganiatáu i awdurdodau lleol godi tâl ar bobl sydd yn gyrru eu ceir mewn

against the motion today because there is so much in the Act with which we disagree.

**The Minister for Environment (Sue Essex):** I will deal with Mick's comments first because they go to the nub of the issue. He made the point that the Act was trying to establish a new way forward. This is the first transport legislation that we have had in 20 years. For the most part, there is a fair degree of agreement that it sets a more rational way for dealing with local transport issues. Local transport plans have been welcomed. What David said about concessionary fares was extraordinary. I met with the Confederation of Passenger Transport last week. It was positive about the concessionary fares because they get people back to using the buses. The fares enable people to enjoy bus travel, which is of huge benefit to the CPT. They have been welcomed by everyone, with the exception of Tory Party Members—I do not think that I need to say any more. It is extraordinary—

4:50 p.m.

**David Davies:** May I clarify?

**Sue Essex:** No. I am not giving way. You said that you do not like the concession. The other point that you seem to misunderstand is that while, of course, there are many private operators running buses, we give a considerable amount of subsidies to these private operators to ensure that bus routes operate in Wales. Up until now we have had a good working relationship. We have quality partnerships and quality contracts that are delivering for people in partnership with bus operators. When they speak to me, they do not take your attitude. You are out on a limb. On Helen Mary's points, the Strategic Rail Authority will come up in the next debate. I agree with some of your points, and we will discuss those points then.

Overall, the Act provides a way forward for

ardaloedd gwledig. Nid yw hynny'n dderbyniol. Pleidleisiwn yn erbyn y cynnig heddiw gan fod cymaint yn y Ddeddf yr anghytunwn ag ef.

**Y Gweinidog dros yr Amgylchedd (Sue Essex):** Deliaf â sylwadau Nick yn gyntaf gan eu bod yn cyrraedd craidd y mater. Gwnaeth y pwynt fod y Ddeddf yn ceisio sefydlu ffordd newydd ymlaen. Dyma'r ddeddfwriaeth trafniadaeth gyntaf a gawsom ers 20 mlynedd. Ar y cyfan, cytunir i ryw raddau ei fod yn sefydlu ffordd fwy rhesymol o ddelio â materion trafniadaeth leol. Croesawyd cynlluniau trafniadaeth lleol. Yr oedd yr hyn a ddywedodd David am docynnau rhatach yn rhyfeddol. Cyfarfûm â Chyddfederasiwn Cludiant Teithwyr yr wythnos diwethaf. Yr oedd ymagwedd cadarnhaol ganddo tuag at docynnau rhatach, gan eu bod yn annog pobl i fynd yn ôl i ddefnyddio bysiau. Maent yn galluogi pobl i fwynhau teithio ar y bws ac mae hynny o fantais enfawr i'r Cyddfederasiwn Cludiant Teithwyr. Fe'u croesawyd gan bawb, ar wahân i aelodau o'r Blaid Geidwadol—ni chredaf fod angen imi ddweud unrhyw beth arall. Mae'n rhyfeddol—

**David Davies:** A allaf egluro?

**Sue Essex:** Na allwch. Nid ildiaf. Dywedasochnad ydych yn hoffi tocynnau rhatach. Y pwynt arall yr ymddengys eich bod yn ei gamddeall yw, er bod llawer o weithredwyr preifat yn rhedeg bysiau, wrth gwrs, rhoddwn lawer o gymorthdaliadau i'r gweithredwyr preifat hyn er mwyn sicrhau bod llwybrau bysiau yn gweithredu yng Nghymru. Hyd yn hyn, cawsom gydbertnyas weithio dda. Mae gennym bartneriaethau o ansawdd uchel a chontractau o ansawdd uchel sydd yn rhoi gwasanaethau i bobl mewn partneriaeth â'r gweithredwyr bysiau. Pan siaradant â mi, ni chymerant eich ymagwedd chi. Yr ydych ar eich pen eich hun. Ynglŷn â phwyntiau Helen Mary, trafodwn yr Awdurdod Rheilffyrdd Strategol yn y ddadl nesaf. Cytunaf â rhai o'ch pwyntiau, a thrafodwn y pwyntiau hynny y pryd hynny.

Ar y cyfan, darpara'r Ddeddf ffordd ymlaen

local transport plans, concessionary fares and rulings on road charging and workplace levies. They may not be the prime consideration in Wales. However, when a public referendum was held on this in Edinburgh, there was overwhelming support for it, because the public was faced with the reality of some urban areas being so congested that they wanted to give priority to public transport. Overall, there is a good deal of support for this, which I hope will be reflected in the vote today.

ar gyfer cynlluniau trafnidiaeth lleol, tocynnau rhatach a dyfarniadau ar godi tâl y ffyrdd a threthi'r gweithle. Efallai nad dyna'r brif ystyriaeth yng Nghymru. Fodd bynnag, pan gynhaliwyd refferendwm cyhoeddus yng Nghaeredin ar hyn, fe'i cefnogwyd yn frwd, am fod y cyhoedd wedi wynebu'r gwirionedd bod cymaint o dagfeydd mewn rhai ardaloedd trefol ac felly dymunasant roi'r flaenoriaeth i drafnidiaeth gyhoeddus. Ar y cyfan, cefnogir hyn yn helaeth, a gobeithiaf yr adlewyrchir hyn yn y bleidlais heddiw.

*Cynnig: O blaid 37, Ymatal 0, Yn erbyn 6.*

*Motion: For 37, Abstain 0, Against 6.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Barrett, Lorraine  
Bates, Mick  
Black, Peter  
Butler, Rosemary  
Davidson, Jane  
Davies, Andrew  
Davies, Geraint  
Davies, Janet  
Davies, Ron  
Essex, Sue  
Evans, Delyth  
Feld, Val  
Gibbons, Brian  
Gregory, Janice  
Griffiths, John  
Halford, Alison  
Hutt, Jane  
Jones, Ann  
Jones, Gareth  
Jones, Helen Mary  
Jones, Ieuan Wyn  
Law, Peter  
Lewis, Huw  
Lloyd, David  
Middlehurst, Tom  
Morgan, Rhodri  
Neagle, Lynne  
Pugh, Alun  
Randerson, Jenny  
Ryder, Janet  
Sinclair, Karen  
Thomas, Gwenda  
Thomas, Owen John  
Thomas, Rhodri Glyn  
Wigley, Dafydd  
Williams, Kirsty  
Williams, Phil

Pleidleisiodd yr Aelodau canlynol yn erbyn:  
The following Members voted against:

Bourne, Nick  
Davies, David  
Graham, William  
Melding, David  
Morgan, Jonathan  
Richards, Rod

*Derbyniwyd y cynnig.  
Motion adopted.*

**Dadl Plaid Leiafrifol (Plaid Cymru): Polisi Trafnidiaeth sydd wedi ei Integreiddio'n Llawn**  
**Minority Party Debate (Plaid Cymru): A Fully Integrated Transport Policy**

**The Deputy Presiding Officer:** As it is now 4.50 p.m., we will not be able to have the whole minority party debate and simply run over by a few minutes. Therefore, under Standing Order No. 6.18, I rule that it would not be an abuse of Assembly procedure if, at 5.30 p.m., I were to accept a procedural motion to either extend today's debate or adjourn it to another day. The indication is that the latter will be proposed.

I have selected amendments 1, 2, 3, 6, 7, 9 and 10 in the names of Andrew Davies and Kirsty Williams and amendments 4, 5, 8 and 11 in the name of David Davies.

**Helen Mary Jones:** I propose that

*the National Assembly*

*asserts its belief in the vital importance of a fully integrated transport policy to the economic and social development of Wales;*

*deplores the current state of much of our transport infrastructure;*

*expresses its concern at the National Assembly's lack of power over rail policy and the Strategic Rail Authority (SRA);*

*and calls on the Cabinet to:*

*(a) negotiate with the UK Government as a matter of urgency additional representation for Wales on the SRA, and powers for the National Assembly to instruct the SRA;*

*(b) advocate to the UK Government the bringing of Railtrack into public control;*

*(c) establish a Passenger Transport Authority Wales to co-ordinate the provision of services.*

**Y Dirprwy Lywydd:** Gan ei bod yn 4.50 p.m. yn awr, ni fyddwn yn gallu cael dadl gyfan y blaid leiafrifol a bod ychydig o funudau yn hwyr. Felly, o dan Reol Sefydlog Rhif 6.18, dyfarnaf na fyddai'n gamarfer ar weithdrefn y Cynulliad pe bawn, am 5.30 p.m., yn derbyn cynnig gweithdrefnol i ymestyn dadl heddiw neu ei gohirio tan ddiwrnod arall. Yr arwyddion yw y caiff y dewis olaf ei gynnig.

Yr wyf wedi dethol gwelliannau 1, 2, 3, 6, 7, 9 a 10 yn enwau Andrew Davies a Kirsty Williams a gwelliannau 4, 5, 8 a 11 yn enw David Davies.

**Helen Mary Jones:** Cynigiaf fod

*y Cynulliad Cenedlaethol*

*yn datgan ei gred bod polisi trafndiaeth sydd wedi ei integreiddio'n llawn yn hanfodol bwysig i ddatblygiad economaidd a chymdeithasol Cymru;*

*yn gresynu at sefyllfa bresennol llawer o'n hisadeiledd trafndiaeth;*

*yn mynegi pryder ynghylch diffyg pŵer y Cynulliad Cenedlaethol dros bolisi rheilffyrdd a thros yr Awdurdod Rheilffyrdd Strategol (SRA);*

*ac yn galw ar y Cabinet i:*

*(a) drafod ar frys gyda Llywodraeth y DU i gael cynrychiolaeth i Gymru ar yr Awdurdod Rheilffyrdd Strategol a phwerau a fydd yn galluogi'r Cynulliad Cenedlaethol i roi cyfarwyddiadau i'r Awdurdod Rheilffyrdd Strategol.*

*(b) argymhell i Lywodraeth y DU y dylai Railtrack ddod o dan reolaeth gyhoeddus.*

*(c) sefydlu Awdurdod Trafnidiaeth i Deithwyr yng Nghymru i gydlynu darpariaeth y gwasanaethau.*

Plaid Cymru—The Party of Wales is pleased to provide the Assembly with a further opportunity to debate the vital issue of transport. The Assembly has debated these matters before. It is only fair to say that some progress has been made. However, we chose to table this motion because of our concern at the slowness of that progress. The current legislative and managerial frameworks, particularly in relation to rail, make it difficult, if not impossible, for the National Assembly to deliver on our shared aspiration for a fully integrated public transport system for Wales.

Colleagues will set out in their contributions the imperatives that drive the development of such an integrated system. I propose for the present to confine my remarks to outlining and explaining our approach to each amendment. I hope to have an opportunity later to briefly respond to the debate. On the Conservative amendments, we will oppose David Davies's amendment 4, because it is emotive and inaccurate, as is often the case with David's contributions. We support his amendment 5, because we still share the real concerns about the impact of high fuel prices, particularly on rural and Valleys communities where there are no public transport alternatives. As for his amendment 8, oh dear, oh dear. I am—as I am sure we all are—quite fond of David in a funny sort of way, but it saddens me that he has apparently lost his grip on reality. He is a party loyalist, which I respect. However, surely even he can see that rail privatisation is a total disaster. There are many other ways in which capital could be ensured for the improvements needed to the rail network, such as using bond-based funding. Huge amounts of capital are pouring into Railtrack and the franchise companies from the public purse. Dare I suggest that Gordon Brown could loosen his stranglehold on ordinary, common-or-garden public borrowing? We will not support this amendment.

We will support David Davies's amendment 11. We have some concerns about the implications of talking about roads in one

Mae'n bleser gan Blaid Cymru—The Party of Wales roi cyfle arall i'r Cynulliad ddadlau mater holl bwysig trafnidiaeth. Mae'r Cynulliad wedi dadlau'r materion hyn o'r blaen. Mae ond yn deg dweud y gwnaethpwyd rhywfaint o gynnydd. Fodd bynnag, dewisasom gyflwyno'r cynnig hwn oherwydd ein pryder ynglŷn ag arafwch y cynnydd hwnnw. Mae'r fframweithiau deddfwriaethol a rheoli presennol, yn arbennig mewn perthynas â'r rheilffyrdd, yn ei gwneud hi'n anodd, os nad yn amhosibl, i'r Cynulliad Cenedlaethol gyflawni ein huchelgais gyffredin, sef system drafnidiaeth gyhoeddus wedi ei hintegreiddio'n llawn ar gyfer Cymru.

Bydd cyd-Aelodau yn nodi'r pethau angenrheidiol sydd yn hybu datblygiad system intregredig o'r fath yn eu cyfraniadau. Bwriadaf gyfyngu fy sylwadau ar hyn o bryd i amlinellu ac i egluro ein hymagwedd tuag at bob un o'r gwelliannau. Gobeithiaf gael cyfle yn ddiweddarach i ymateb yn gryno i'r ddadl. O ran gwelliannau'r Ceidwadwyr, gwrthwynebwn welliant 4 David Davies, gan ei fod yn emosiynol ac yn anghywir, fel sydd yn aml yn wir am gyfraniadau David. Cefnogwn ei welliant 5, oherwydd rhannwn y pryderon o hyd ynglŷn ag effaith prisiau tanwydd uchel, yn arbennig mewn cymunedau gwledig ac yn y Cymoedd lle nad oes dewisiadau trafnidiaeth gyhoeddus amgen. O ran ei welliant 8, o diar, o diar. Yr wyf—fel pob un ohonom mae'n siŵr—yn eithaf hoff o David mewn ryw ffordd ryfedd, ac mae'n drist ei fod, yn ôl pob tebyg, wedi colli gafael ar realiti. Mae'n deyrngar i'w blaid, a pharchaf hynny. Fodd bynnag, gall ef hyd yn oed weld bod preifateiddio'r rheilffyrdd yn drychineb llwyr. Mae sawl ffordd arall y gellid sicrhau cyfalaf ar gyfer y gwelliannau sydd angen eu gwneud i'r rhwydwaith rheilffyrdd, fel defnyddio arian ar sail bondiau. Llifa symiau mawr iawn o gyfalaf i mewn i Railtrack a'r cwmnïau masnachfrait o bwrs y wlad. A fentraf ddweud y gallai Gordon Brown lacio ei afael haearnidd ar fenthycy cyhoeddus cyffredin? Ni chefnogwn y gwelliant hwn.

Cefnogwn welliant 11 David Davies. Bu rhai pryderon gennym ynglŷn â goblygiadau sôn am ffyrdd mewn un adran a thrafnidiaeth

compartment and public transport in another, as the thrust of the Assembly's policy has been towards an integrated transport system. However, we accept that the amendment is well-intentioned and we welcome its support for the public transport system. It stands in sharp contrast to the policies of past Conservative UK Governments, which first wrecked the bus infrastructure and then devastated the rail network.

The amendments in the names of Andrew Davies and Kirsty Williams are interesting. We will support amendment 1. If the partnership Government wants to draw attention to the number of times these issues have been debated in the Assembly, the amount of consensus achieved and the relative inaction that has resulted, why should we stand in its way? 'Re-asserts' is fine with us.

We will not support amendment 2. Our motion is about where the whole Assembly stands, not about the too-often meaningless wish-list that passes for the Lib/Lab pact programme. However, this amendment being adopted would not be enough to result in Plaid Cymru being unable to support an amended motion.

We have little quarrel with amendment 3. There can be no doubt about the deplorable record of successive Conservative Governments. Although the second clause could seem slightly smug given most people's day-to-day experience of the transport system, we will support it.

Amendment 6 intrigues us. Since when has the negotiation of proper powers over the Strategic Rail Authority been an objective of the partnership Government? This amendment, if accepted, commits the Government to negotiation 'as a matter of urgency'. Yet, last week, the Government refused a Plaid Cymru amendment that called for the inclusion of a Bill to address this in the Government of Wales's priorities for the next Queen's Speech. Therefore, does amendment 6 constitute an addition to that list of priorities? If not, will the Minister explain her Government's idea of what constitutes 'urgency' in this regard? If she

gyhoeddus mewn un arall, gan mai nod polisi'r Cynulliad yw symud tuag at system drafnidiaeth integredig. Fodd bynnag, derbyniwn fod y gwelliant yn llawn bwriadau da a chroesawn ei gefnogaeth i'r system drafnidiaeth gyhoeddus. Mae'n gwrthgyferbynnu'n llwyr â pholisiau cyn Lywodraethau Ceidwadol y DU, a ddinistriodd yr isadeiledd bysiau ac a ddifethodd wedyn y rhwydwaith rheilffyrdd.

Mae'r gwelliannau yn enwau Andrew Davies a Kirsty Williams yn ddiddorol. Cefnogwn welliant 1. Os yw'r Llywodraeth bartneriaeth am dynnu sylw at y nifer o weithiau y dadleuwyd y materion hyn yn y Cynulliad, faint o gonsensws a gafwyd a'r diffyg gweithredu cymharol a fu, pam y dylem ei rhwystro? Mae 'ailadrodd' yn iawn o'n rhan ni.

Ni chefnogwn welliant 2. Mae ein cynnig yn ymwneud â barn y Cynulliad cyfan, nid y rhestr ddymuniadau ddiystyr sydd, yn amlach na pheidio, yn cynrychioli rhaglen clymblaid y Democratiaid Rhyddfrydol a Llafur. Fodd bynnag, ni fyddai mabwysiadu'r gwelliant hwn yn ddigon i sicrhau na fyddai Plaid Cymru yn gallu cefnogi cynnig wedi ei ddiwygio.

Nid oes gennym lawer yn erbyn gwelliant 3. Yn ddiaw hanes truenus fu i Lywodraethau Ceidwadol olynol. Er y gallai'r ail gymal ymddangos ychydig yn hunanfodhaus o gofio profiad y rhan fwyaf o bobl o'r system drafnidiaeth o ddydd i ddydd, fe'i cefnogwn.

Mae gwelliant 6 yn ddirgelwch inni. Ers pryd y bu negodi pwerau priodol dros yr Awdurdod Rheilffyrdd Strategol yn un o amcanion y Llywodraeth bartneriaeth? Mae'r gwelliant hwn, os caiff ei dderbyn, yn ymrwymo'r Llywodraeth i negodi 'ar frys'. Ac eto, yr wythnos diwethaf, gwrthododd y Llywodraeth welliant Plaid Cymru a alwodd am gynnwys Mesur i ymdrin â hyn ym mlaenoriaethau Llywodraeth Cymru ar gyfer Araith nesaf y Frenhines. Felly, a yw gwelliant 6 yn gyfystyr ag ychwanegiad at y rhestr blaenoriaethau honno? Os nad yw, a wnaiff y Gweinidog egluro syniad ei Llywodraeth o'r hyn sydd yn gyfystyr ag 'ar

confirms the addition of a Bill for the Assembly to have proper powers over the Strategic Rail Authority to last week's list, we will support amendment 6. Otherwise, we will oppose it.

Amendment 7 is an unnecessary statement of the obvious. It has the whiff of Liberal Democrat pedantry. I thought that the Government of Wales Act 1998 made it clear that the Assembly only has powers over matters affecting Wales. However, what the heck, we will not oppose it.

On amendment 10, our intention in this motion is to put the Environment, Planning and Transport Committee's deliberations in a clear framework, with national strategic planning at its heart. We feel that this is the right approach. However, we acknowledge that the amendment is constructively worded. In the spirit of co-operation, we will not oppose it.

Amendment 9 is the key amendment and the most interesting one. I have seldom encountered a more meaningless set of weasel words. Of course we all want a safe and modern rail infrastructure, but what does the Lib/Lab pact mean by 'based on enhanced levels of public control'. What is a level of control? Control is control. Control is a minimum 51 per cent stake in Railtrack, using the current huge levels of public investment for a gradual buy-back, instead of pouring it into a bottomless private sector hole. Railtrack is hopeless. The regulator and the public have lost patience with it. Surely the Assembly has lost patience with it. To colleagues in the Labour Party, and to fellow socialists—if there are any outside the Party of Wales—I say this: last week your whips forced you to vote against your consciences and follow the Millbank line on the Railtrack issue. This week, they are trying to fob you off with something meaningless. For heaven's sake, have the courage of your convictions and vote against this amendment and for the original clause. I urge Liberal Democrat colleagues to support their leader in Wales, Richard Livsey. I understand that he is the leader of the Welsh Liberal Democrats, despite anyone else's pretence to

frys' yn hyn o beth? Os bydd hi'n cadarnhau yr ychwanegir Mesur i'r Cynulliad gael pwerau priodol dros yr Awdurdod Rheilffyrdd Strategol at restr yr wythnos diwethaf, cefnogwn welliant 6. Fel arall, fe'i gwrthwynebw.

Mae gwelliant 7 yn ddatganiad diangen o'r amlwg. Mae awgrym yma o bedantiaeth y Democratiaid Rhyddfrydol. Credais fod Deddf Llywodraeth Cymru 1998 yn nodi'n glir mai dim ond pwerau dros faterion sydd yn effeithio ar Gymru sydd gan y Cynulliad. Fodd bynnag, beth yw'r ots, ni wnawn ei wrthwynebu.

O ran gwelliant 10, ein bwriad yn y cynnig hwn yw rhoi trafodaethau'r Pwyllgor Amgylchedd, Cynllunio a Thrafnidiaeth mewn fframwaith clir, gyda chynllun strategol cenedlaethol wrth ei wraidd. Teimlwn mai dyma'r ymagwedd gywir. Fodd bynnag, cydnabyddwn fod y gwelliant wedi ei eirio mewn ffordd adeiladol. Er mwyn cydweithredu, ni fyddwn yn ei wrthwynebu.

Gwelliant 9 yw'r gwelliant allweddol a'r un mwyaf diddorol. Ni welais erioed gyfres o eiriau slec mwy diystyr. Wrth gwrs, mae pob un ohonom am gael isadeiledd rheilffordd diogel a modern, ond beth a olyga clymblaid y Democratiaid Rhyddfrydol a Llafur wrth 'wedi'i seilio ar lefelau uwch o reolaeth gyhoeddus'. Beth yw lefel rheolaeth? Rheolaeth yw rheolaeth. Rheolaeth yw budd o 51 y cant o leiaf yn Railtrack, gan ddefnyddio'r lefelau enfawr presennol o fuddsoddiad cyhoeddus i adbrynu'n raddol, yn lle ei arllwys i dwll diwaelod y sector preifat. Mae Railtrack yn anobeithiol. Mae'r rheoleiddiwr a'r cyhoedd wedi colli amynedd gydag ef. Wrth gyd-Aelodau yn y Blaid Lafur, ac wrth gyd-sosialwyr—os oes rhai y tu allan i Blaid Cymru—dywedaf hyn: yr wythnos diwethaf fe'ch gorfodwyd gan eich chwipiaid i bleidleisio yn erbyn eich cydwybod a dilyn polisi Millbank ar fater Railtrack. Yr wythnos hon, maent yn ceisio eich twyllo drwy roi rhywbeth diystyr ichi. Er mwyn y nefoedd, byddwch yn barod i sefyll dros eich egwyddorion a phleidleisio yn erbyn y gwelliant hwn ac o blaid y cymal gwreiddiol. Anogaf gyd-Aelodau'r Democratiaid Rhyddfrydol i gefnogi eu harweinydd yng Nghymru, Richard Livsey.

be so. He has often called for Railtrack to be brought back under public control for safety's sake, and he is right. Alternatively, to avoid a dust-up, the Minister could always withdraw her amendment. If this amendment is passed as it is, it will take the teeth out of this motion and will render it—or at least that part of it—pointless. We would then find it difficult to support the motion. I look forward to a full debate, to hearing from the Minister and to replying to the debate.

Deallaf mai ef yw arweinydd Democratiaid Rhyddfrydol Cymru, er gwaethaf honiad unrhyw un arall. Mae wedi galw yn aml i Railtrack gael ei ddwyn yn ôl o dan reolaeth y cyhoedd er diogelwch, ac mae'n iawn. Fel arall, er mwyn osgoi ysgarmes, gallai'r Gweinidog dynnu ei gwelliant yn ôl. Os caiff y gwelliant hwn ei basio fel y mae, bydd yn gwanhau'r cynnig hwn ac yn ei wneud—neu o leiaf yn gwneud rhan ohono—yn ddiwerth. Yna byddem yn ei chael hi'n anodd cefnogi'r cynnig. Edrychaf ymlaen at ddadl lawn, at glywed gan y Gweinidog ac at ateb y dadl.

5:00 p.m.

**The Minister for Environment (Sue Essex):** I propose the following amendments in the names of Andrew Davies and Kirsty Williams. Amendment 1: delete 'asserts' in the first line of first clause and replace with 're-asserts'.

**Y Gweinidog dros yr Amgylchedd (Sue Essex):** Cynigiau y gwelliannau canlynol yn enwau Andrew Davies a Kirsty Williams. Gwelliant 1: dileer 'datgan' yn llinell gyntaf y cymal cyntaf, a rhoi 'ailadrodd' yn ei le.

I propose amendment 2. Add after 'Wales' at the end of the first clause:

Cynigiau welliant 2: Ychwaneger ar ôl 'Cymru' ar ddiwedd y cymal cyntaf:

*as set out in 'Putting Wales First' and 'Betterwales.com';*

*fel y nodir yn 'Rhoi Cymru'n Gyntaf' a 'Gwellcymru.com';*

I propose amendment 3. Delete the second clause and replace with:

Cynigiau welliant 3: Dileer yr ail gymal a rhoi'r canlynol yn ei le:

*deplores the under-investment in transport infrastructure by successive Conservative Governments from 1979 to 1997 and welcomes the increasing amount of funding announced by the Assembly;*

*yn gresynu at y tanfuddsoddi a fu yn yr isadeiledd trafniadaeth gan lywodraethau Ceidwadol olynol o 1979-1997, ac yn croesawu'r cynnydd yn y cyllid a gyhoeddwyd gan y Cynulliad.*

I propose amendment 6. Add before 'negotiate' in the first line of clause (a):

Cynigiau welliant 6. Ychwaneger cyn 'drafod' yn llinell gyntaf cymal (a):

*confirms the objective of the partnership Government to*

*yn cadarnhau nod y Llywodraeth bartneriaeth i*

I propose amendment 7. Add at the end of clause (a):

Cynigiau welliant 7. Ychwaneger ar ddiwedd cymal (a):

*on matters affecting Wales;*

*ar faterion sy'n ymwneud â Chymru;*

I propose amendment 9. Delete clause (b) and replace with:

Cynigiau welliant 9. Dileer cymal (b) a rhoi'r canlynol yn ei le:

*(b) promote with the UK Government means of delivering a safe and modern rail infrastructure based on enhanced levels of*

*(b) hyrwyddo gyda Llywodraeth y DU fodd o gyflwyno isadeiledd rheilffyrdd diogel a modern, sydd wedi'i seilio ar lefelau uwch o*



*public control;*

I propose amendment 10. Delete clause (c) and replace with:

*(c) co-operate with the Assembly's Environment, Planning and Transport Committee in exploring the case for the establishment of a Welsh Passenger Transport Authority or authorities along with other models for securing integrated transport to co-ordinate provision of services; making the appropriate representations to the UK Government where necessary;*

I welcome the opportunity to have a debate on transport and to be able to put on record the commitment and contribution of the administration to improving and delivering an integrated transport system for Wales. We are beginning to deliver on that, as is illustrated by the transport grant budget that I announced in January this year. It is important to reflect on the following. For the first time in Wales, we have a five-year programme and £300 million of support. With part of that support, we are reopening the Vale of Glamorgan railway line. That has received a positive welcome. The Plaid motion this afternoon largely ignores the progress that the Assembly has made since its inception and the ongoing work by the Assembly and the Environment, Planning and Transport Committee, in which Plaid members play an important part. Reading the Plaid motion, it is almost as if we are beginning work today. We have made substantial progress and can reel off a list of achievements.

The motion neglects to mention the unprecedented levels of funding that we have announced: new initiatives like the funding of the north-south railway service and the promotion of the all-Wales franchise, which is dear to my heart. For the first time in many people's lifetime in Wales we are seeing a real political commitment to rail travel. It is crucial to emphasise that. People in Wales recognise this even if some members of Plaid Cymru do not.

I turn to the amendments that we have moved. In amendment 1, we have placed the word 're-asserts' because I do not know how

*reolaeth gyhoeddus;*

Cynigiau welliant 10. Dileer cymal (c) a rhoi'r canlynol yn ei le:

*(c) cydweithredu â Phwyllgor Amgylchedd, Cynllunio a Thrafnidiaeth y Cynulliad wrth archwilio'r achos o blaid sefydlu Awdurdod neu Awdurdodau Trafnidiaeth Teithwyr i Gymru, ynghyd â modelau eraill ar gyfer sicrhau trafndiaeth integredig er mwyn cyd-drefnu darpariaeth gwasanaethau; gan wneud y cyflwyniadau priodol i Lywodraeth y DU lle bynnag y bo angen;*

Croesawaf y cyfle i gael dadl ar drafndiaeth ac i allu cofnodi ymrwymiad a chyfraniad y weinyddiaeth tuag at wella a chyflwyno system drafndiaeth integredig i Gymru. Yr ydym yn dechrau cyflwyno hynny, fel y dangoswyd gan y gyllideb grant trafndiaeth a gyhoeddais fis Ionawr eleni. Mae'n bwysig ystyried y canlynol. Am y tro cyntaf yng Nghymru mae gennym raglen pum mlynedd a chymorth o £30 miliwn. Gyda rhan o'r cymorth hwnnw ailagorwn reilffordd Bro Morgannwg. Croesawyd hynny yn gadarnhaol. Mae cynnig Plaid y prynhawn yma yn anwybyddu i raddau helaeth y cynnydd a wnaeth y Cynulliad ers ei sefydlu, a'r gwaith parhaus gan y Cynulliad a'r Pwyllgor Amgylchedd, Cynllunio a Thrafnidiaeth, lle mae aelodau Plaid Cymru yn chwarae rhan bwysig. Wrth ddarllen cynnig Plaid, mae bron fel pe bawn yn dechrau ar y gwaith heddiw. Gwnaethom gynnydd sylweddol a gallwn restru nifer o gyflawniadau.

Mae'r cynnig yn anghofio sôn am y lefelau arian digyffelyb a gyhoeddassom: mentrau newydd fel ariannu'r gwasanaeth rheilffordd o'r gogledd i'r de a hyrwyddo masnachfrait Cymru gyfan sydd mor bwysig imi. Am y tro cyntaf ym mywyd llawer o bobl yng Nghymru gwelwn ymrwymiad gwleidyddol gwirioneddol i deithio ar y rheilffyrdd. Mae'n holl bwysig pwysleisio hynny. Mae pobl yng Nghymru yn cydnabod hyn hyd yn oed os nad yw rhai o aelodau Plaid Cymru.

Trof at y gwelliannau a gyflwynassom. Yng ngwelliant 1, defnyddiasom y gair 'ailadrodd' gan na wn sawl gwaith yr wyf wedi datgan

many times I have asserted our commitment to integrated transport. It is the basis of our transport policies, our spending and partnership arrangements. We have invested heavily in integrated programmes. I suggest that you look at the list of projects that have been developed. I will name a few: the Caerphilly rail station, which is an excellent example of integrated provision working along side the South Wales Integrated Fast Transit consortia; capacity enhancements on railways; a station at Llanharan; capacity enhancements at Queen Street; cycleways throughout Wales and a new park and ride scheme opening in Bridgend this Wednesday. To say that we have not done much is rich. In co-operation with others, we have achieved a great deal. There is more to do, but we have accomplished a number of projects. I can supply a list of these to any Member who wishes to see what has been done in his or her local community. Integration is intrinsic to how we develop policy and to the draft transport framework that we will be issuing this week.

On amendment 2, the transport infrastructure that we inherited, and, in particular, public transport, was not a pretty picture, to say the least. The last Tory Government under-invested hugely in rail. The Tories were unable to recognise the value of a modern railway system and the environmental benefits that come from that. They were also unable to care about the impact of public transport on people's lives, in rural and urban areas. We must recognise that some places in Wales have seen the disappearance of public transport. That is unacceptable. It has been catastrophic and we are determined to provide the leadership required to give people confidence in public transport again, by supporting local government, which has a vital role to play, and public transport operators, such as those we mentioned in the quality partnership contracts.

On David Davies's amendment 4 on road spending, I make no apology for making transport integration, public transport and road safety my overall priority. That is the right approach for Wales. It has had a huge

ein hymrwymiad i drafnidiaeth integredig. Dyma sail ein polisiau trafnidiaeth, ein gwariant a'n trefniadau partneriaeth. Buddsoddasom lawer mewn rhaglenni integredig. Awgrymaf eich bod yn edrych ar restr y prosiectau a ddatblygwyd. Enwaf rai: gorsaf reilffordd Caerffili, sydd yn enghraifft ragorol o ddarpariaeth integredig yn gweithio ochr yn ochr â chonsortia y South Wales Integrated Fast Transit; cynyddu nifer y trenau ar y rheilffyrdd; gorsaf yn Llanharan; gwelliannau yn Heol y Frenhines; llwybrau beicio ledled Cymru a chynllun parcio a theithio newydd sydd yn agor ym Mhen-y-bont ar Ogwr ddydd Mercher. Mae'n wirion dweud nad ydym wedi gwneud llawer. Drwy gydweithredu ag eraill, cyflawnasom lawer. Mae mwy i'w wneud, ond cyflawnasom nifer o brosiectau. Gallaf roi rhestr ohonynt i unrhyw Aelod sydd yn dymuno gweld beth a wnaethpwyd yn ei gymuned leol ef neu ei chymuned leol hi. Mae integreiddio'n rhan hanfodol o'r ffordd y datblygwn bolisi a'r fframwaith trafnidiaeth drafft a gyhoeddir gennym yr wythnos hon.

O ran gwelliant 2, nid oedd yr isadeiledd trafnidiaeth a etifeddasom, ac, yn arbennig, trafnidiaeth gyhoeddus, mewn cyflwr da, a dweud y lleiaf. Tanfuddsoddodd y Llywodraeth Doriaidd ddiwethaf yn sylweddol mewn rheilffyrdd. Nid oedd y Toriaid yn gallu cydnabod gwerth system reilffordd fodern a'r buddiannau amgylcheddol sydd yn deillio o hynny. Ni lwyddasant ychwaith i ofalu am effaith trafnidiaeth gyhoeddus ar fywydau pobl, mewn ardaloedd gwledig a threfol. Rhaid inni gydnabod bod trafnidiaeth gyhoeddus wedi diflannu mewn rhai lleoedd yng Nghymru. Mae hynny'n annerbyniol. Bu'n drychinebus ac yr ydym yn benderfynol o ddarparu'r arweinyddiaeth sydd ei hangen i adfer hyder pobl mewn trafnidiaeth gyhoeddus, drwy gefnogi llywodraeth leol, sydd â rhan holl bwysig i'w chwarae, a gweithredwyr trafnidiaeth gyhoeddus, fel y rhai y soniasom amdanynt yn y contractau partneriaeth o ansawdd.

O ran gwelliant 4 David Davies ar wariant ffyrdd, nid ymddiheuraf am roi'r flaenoriaeth gyffredinol i integreiddio trafnidiaeth, trafnidiaeth gyhoeddus a diogelwch ffyrdd. Dyna'r ymagwedd gywir i Gymru. Bu diffyg

deficit in some areas and it has been important to make those the priority, which has received considerable public welcome. However, we have also made major commitments to roads. We have private finance initiative projects, subject to decisions of public inquiries, for roads such as the A55 through Anglesey, the Sirhywi Way in Islwyn and the Newport southern distributor road. We have also had transport grant schemes that provide support across Wales. We are spending money on road programmes in Wrexham, Gwynedd Ceredigion, Blaenau Gwent, Rhondda Valley, Church Village and Port Talbot, and we have had trunk road expenditure in Pembrokeshire, Carmarthen and Conway. We have tried to provide a balanced approach but it is imperative that we give public transport a huge boost to give people confidence and to ensure that those who do not have access to roads are cared for.

On David Davies's amendment 5 on fuel, you need to recognise that there is a wider aspect to vehicle transport, not only the taxes that you mentioned, but spending in the round. In fairness, Gordon Brown has tried to address that in recent budgets. I remind you that, following the concerns of the fuel crisis, we produced a special report, looking at the situation in Wales and in rural areas in particular, and at the state of farmers and hauliers. The report and a survey went to Gordon Brown and Lord Macdonald, and people recognise that we are prepared to argue about the plight of people in Wales.

On railways and the Strategic Rail Authority, which was introduced by the Labour Government, I remind you that we have argued for more control over the SRA. We agree with many of the points that Helen raised and we have pushed for that in the Assembly. Last year—as Peter Law, who was Assembly Secretary with responsibility for transport at the time, will remember—we had a commitment to press for more powers for direction and for Wales's nominated member of the SRA. We will continue to do that. It is right and proper to do so because we need more control over that body for us to deliver in Wales. That is not a new commitment, but we are pressing for that and we are right to do

mawr mewn rhai ardaloedd a bu'n bwysig gwneud y rheini yn flaenoriaeth, sydd wedi cael croeso gan y cyhoedd. Fodd bynnag, gwnaethom ymrwymïadau mawr hefyd i ffyrdd. Mae gennym brosiectau menter cyllid preifat, yn amodol ar benderfyniadau ymholiadau cyhoeddus, ar gyfer ffyrdd fel yr A55 drwy Ynys Môn, Ffordd Sirhywi yn Islwyn a ffordd ddisbarthu ddeheuol Casnewydd. Cawsom gynlluniau grant trafniadaeth hefyd sydd yn rhoi cymorth ledled Cymru. Gwariwn arian ar raglenni ffyrdd yn Wrecsam, Gwynedd, Ceredigion, Blaenau Gwent, Cwm Rhondda, Pentre'r Eglwys a Phort Talbot ac yr ydym wedi gwario ar gefnffyrdd yn Sir Benfro, Sir Gaerfyrddin a Chonwy. Yr ydym wedi ceisio darparu ymagwedd gytbwys ond mae'n holl bwysig ein bod yn rhoi hwb mawr i drafniadaeth gyhoeddus er mwyn rhoi hyder i bobl a sicrhau y gofelir am y bobl hynny na allant deithio ar y ffyrdd.

O ran gwelliant 5 David Davies ar danwydd, mae angen ichi gydnabod bod agwedd ehangach ar drafniadaeth cerbydau, nid yn unig y trethi a grybwyllasoch, ond gwariant yn gyffredinol. A bod yn deg, mae Gordon Brown wedi ceisio ymdrin â hynny mewn cyllidebau diweddar. Fe gofiwch inni gynhyrchu adroddiad arbennig, yn dilyn y pryderon ynglŷn â'r argyfwng tanwydd, gan edrych ar y sefyllfa yng Nghymru ac mewn ardaloedd gwledig yn arbennig, ac ar drafferthion ffermwyr a chlodwyr. Aeth yr adroddiad ac arolwg at Gordon Brown ac Arglwydd Macdonald, a gwêl pobl ein bod yn barod i ddadlau achos pobl yng Nghymru.

O ran rheilffyrdd a'r Awdurdod Rheilffyrdd Strategol, a gyflwynwyd gan y Llywodraeth Lafur, fe'ch atgoffaf ein bod wedi dadlau o blaid mwy o reolaeth dros yr SRA. Cytunwn â llawer o'r pwyntiau a gododd Helen a buom yn pwyso am hynny yn y Cynulliad. Y llynedd—fel y cofia Peter Law, a oedd yn Ysgrifennydd y Cynulliad gyda chyfrifoldeb dros drafniadaeth ar y pryd—yr oedd gennym ymrwymïad i bwysio am fwy o bwerau cyfarwyddo ac ar gyfer aelod enwebedig Cymru yn yr SRA. Byddwn yn parhau i wneud hynny. Mae'n iawn a phriodol gwneud hynny oherwydd bod angen mwy o reolaeth arnom dros y corff hwnnw er mwyn inni gyflawni ein hamcanion yng Nghymru.

so.

Nid ymrwymiad newydd yw hwn, ond pwyswn am hynny ac mae'n briodol ein bod yn gwneud hynny.

**Helen Mary Jones:** I accept your commitment. I know that you realise that this is as big a problem as I do. However, if that is so, surely there is no other way of achieving this except through primary legislation. If so, why cannot we give it priority in the next Queen's Speech? I know that you cannot ask for everything, but I think that we all agree that that is an important issue. I am pressing the Government again to reconsider last week's list. If you will give us an assurance that this will go on the list for the next Queen's Speech, we will welcome your amendment to our motion.

**Helen Mary Jones:** Derbyniaf eich ymrwymiad. Gwn y sylweddolwch gymaint â minnau bod hon yn broblem fawr. Fodd bynnag, os felly, yn sicr nid oes unrhyw ffordd arall o gyflawni hyn heblaw drwy ddeddfwriaeth sylfaenol. Os felly, pam na allwn roi'r flaenoriaeth i hyn yn Araith nesaf y Frenhines? Gwn na allwch ofyn am bopeth, ond credaf y cytuna pob un ohonom fod hynny'n fater pwysig. Pwysaf ar y Llywodraeth unwaith eto i ailystyried rhestr yr wythnos diwethaf. Os rhoddwch sicrwydd inni yr aiff hwn ar y rhestr ar gyfer Araith nesaf y Frenhines, byddwn yn croesawu eich gwelliant i'n cynnig.

**The Deputy Presiding Officer:** You have less than a minute left.

**Y Dirprwy Lywydd:** Mae gennych lai na munud ar ôl.

**Sue Essex:** I will come back to Helen Mary on that. She raised issues to which I will return. It is important that I go on to discuss amendment 9 because it is about public control.

**Sue Essex:** Siaradaf eto â Helen Mary ar y mater hwnnw. Cododd faterion y dychwelaf atynt. Mae'n bwysig fy mod yn mynd ymlaen i drafod gwelliant 9 oherwydd mae'n ymwneud â rheolaeth gyhoeddus.

We inherited a shambles in terms of privatisation and the dogma of privatisation that Railtrack provided. We proposed this amendment because I want to consider options. There are several options that could be put on the table and it is important that we choose the right option. I am not sure that the one that you mentioned—a 51 per cent stake in Railtrack gradually over time—would be the right way forward. We need to press Government to come up with the right option. There are several options coming forward, but we need one that would deliver a safe, efficient and modern transport system in Wales. That is the reason for that amendment. It is not because of the principle. We must consider all the options that are coming forward.

Etifeddassom lanast llwyr o ran preifateiddio ac athrawiaeth preifateiddio a ddarparwyd gan Railtrack. Cynigiasom y gwelliant hwn gan fy mod am ystyried yr opsiynau. Mae sawl opsiwn y gellid ei ystyried ac mae'n bwysig ein bod yn dewis yr un cywir. Nid wyf yn siŵr mai'r un y soniasoch amdano—budd o 51 y cant mewn Railtrack yn raddol yn nhreigl amser—yw'r ffordd gywir ymlaen. Mae angen inni bwysu ar y Llywodraeth i gynnig yr opsiwn cywir. Caiff sawl opsiwn ei gyflwyno, ond mae angen un arnom a fyddai'n cyflwyno system drafnidiaeth ddiogel, effeithlon a modern yng Nghymru. Dyna'r rheswm dros y gwelliant hwnnw. Nid mater o egwyddor ydyw. Rhaid inni ystyried yr holl opsiynau a gyflwynir.

5:10 p.m.

**David Davies:** I propose the following amendments. Amendment 4: add at end of the second clause:

**David Davies:** Cynigiau y gwelliannau canlynol. Gwelliant 4: ychwaneger ar ddiwedd yr ail gymal:

*and deplores the Government's decision to* *ac yn gresynu at benderfyniad y Llywodraeth*

*slash road building projects;*

*i ostwng y cyllid ar gyfer prosiectau adeiladu ffyrdd;*

I propose amendment 5. Insert as new fourth clause:

Cynigiau welliant 5. Ychwanegu fel pedwerydd cymal newydd:

*regrets high taxes on fuel paid by motorists in Wales;*

*yn gresynu at y trethi uchel ar danwydd a delir gan yrwyr yng Nghymru;*

I propose amendment 8. Delete clause (b) and replace with:

Cynigiau welliant 8. Dileer pwynt (b) a rhoi'r canlynol yn ei le:

*(b) recognise that a privatised rail system is the only way to ensure private sector funding for railways, but believes that a new safety authority is needed;*

*(b) cydnabod mai system reilffordd wedi'i phreifateiddio yw'r unig ffordd o sicrhau cyllid gan y sector preifat ar gyfer rheilffyrdd, ond yn credu bod angen awdurdod diogelwch newydd;*

I propose amendment 11. Add as new clause (d) at end of motion:

Cynigiau welliant 11. Ychwanegu fel pwynt (d) newydd ar ddiwedd y cynnig:

*(d) implement practical measures to support different forms of public transport.*

*(d) rhoi mesurau ymarferol ar waith i gynorthwyo mathau gwahanol o drafnidiaeth gyhoeddus.*

I begin by referring to Andrew Davies and Kirsty Williams's amendment 3 and some of the Minister's comments. I remind Members—as if I need to—about the second Severn crossing, the extension of the M4, the dual carriageways which connect the Valleys to the M4 and all the other myriad improvements to the transport infrastructure, which took place under the last Conservative Government. Perhaps, once and for all, we can nail this pathetic piece of spin, which has obviously been dreamed up by Labour's chief whip with the apparent connivance of the once independent Liberal Democrat party. Do I need to stand here and remind anyone that the transport infrastructure of the bankrupt Wales of 1979 had improved beyond recognition 18 years later?

Dechreuaf drwy gyfeirio at welliant 3 Andrew Davies a Kirsty Williams a rhai o sylwadau'r Gweinidog. Atgoffaf yr Aelodau—er nad oes angen imi wneud—am ail bont Hafren, yr estyniad i'r M4, y ffyrdd deul sydd yn cysylltu'r Cymoedd â'r M4 a'r myrdd o welliannau eraill i'r isadeiledd trafnidiaeth a wnaethpwyd o dan y Llywodraeth Geidwadol ddiwethaf. Efallai y gallwn ddinoethi'r darn truenus hwn o sbin, a ddyfeisiwyd yn amlwg gan brif chwip Llafur, gyda chefnogaeth amlwg plaid y Democratiaid Rhyddfrydol a fu unwaith yn annibynnol, unwaith ac am byth. A oes angen imi sefyll yma ac atgoffa unrhyw un bod isadeiledd trafnidiaeth y Gymru doredig yn 1979 wedi gwella y tu hwnt i adnabyddiaeth 18 mlynedd yn ddiweddarach?

Many further improvements were planned. However, the first action that John Prescott took on becoming Secretary of State for the Environment, Transport and the Regions was to abandon all the road improvements that had been planned for Wales and the rest of the UK by the Conservative Government. One can only conclude that this Government is profoundly anti-car. We see this in the draconian measures that are currently being mooted, such as taxes on car parking spaces

Cynlluniwyd llawer o welliannau pellach. Fodd bynnag, y peth cyntaf a wnaeth John Prescott pan ddaeth yn Ysgrifennydd Gwladol dros yr Amgylchedd, Trafnidiaeth a'r Rhanbarthau oedd rhoi'r gorau i'r holl welliannau ffyrdd a gynlluniwyd ar gyfer Cymru a gweddill y DU gan y Llywodraeth Geidwadol. Gallwn ond dod i'r casgliad fod y Llywodraeth hon yn gwrthwynebu ceir yn llwyr. Gwelwn hyn yn y mesurau didostur a drafodir ar hyn o bryd, fel trethi ar leoedd

and charging motorists for driving into cities. As I mentioned earlier, motorists are even charged for parking in some rural areas, such as in national parks, as if we do not already have enough problems in the countryside.

All this is underpinned by the fuel tax. The idea behind that was to encourage people to consider using other forms of transport. It was not meant to become a method by which the Chancellor of the Exchequer could accrue £17 billion in a war chest, allowing him to stage a give-away budget just before an election. This policy is economically wrong because high fuel bills make British businesses uncompetitive. It is morally wrong because the money is not used to provide alternatives. Any sustainable transport policy must incorporate public transport and there should be incentives to use buses and trains rather than the current policy of disincentives for using roads. It is shameful that the Labour Party is trying to use the privatisation of the railways to divert attention from the fact that for four years they have done little to support them.

The Minister, who has sadly left the Chamber, talked to us about dogma—I apologise, she is still here; she is hiding behind a pillar. It is your party that enthusiastically embraced the whole concept of privatisation. You even talk about privatising air traffic control and the London underground. I congratulate you for continuing this fine Conservative policy, but please do not stand up and tell us that there is something wrong with privatisation when your party was quick to embrace it. It is disappointing that when things go wrong, instead of sorting out the problem—as you should have done four years ago—your party resorts to using the sort of language that might have sounded good on a polytechnic student march in the 1970s. It is frankly irresponsible and out of place for people who should be running this country.

Plaid has, of course, been consistent on state-run industries. As the Deputy Presiding Officer and I learnt the other day, from Tanzania to the former Soviet Union,

parcio ceir a chodi tâl ar yrwyr am yrru i mewn i ganol dinasoedd. Fel y soniais yn gynharach, codir tâl ar yrwyr hefyd am barcio mewn rhai ardaloedd gwledig hyd yn oed, fel parciau cenedlaethol, fel pe na bai digon o broblemau yng nghefn gwlad eisoes.

Y dreth tanwydd yw sail hyn i gyd. Y syniad y tu ôl i hyn oedd annog pobl i ystyried defnyddio mathau eraill o drafnidiaeth. Nid oedd i fod yn ddull lle y gallai Canghellor y Trysorlys gronni £17 biliwn mewn cist ryfel, gan adael iddo gyflwyno cyllideb rhy hael ychydig cyn yr etholiad. Mae'r polisi hwn yn anghywir yn economaidd gan fod biliau tanwydd uchel yn gwneud busnesau Prydeinig yn anghystadleuol. Mae'n foesol anghywir oherwydd ni ddefnyddir yr arian i ddarparu dewisiadau amgen. Rhaid i unrhyw bolisi trafniadaeth cynaliadwy ymgorffori trafniadaeth gyhoeddus a dylai fod mentrau i ddefnyddio bysiau a threnau yn hytrach na'r polisi cyfredol o annog pobl i beidio â defnyddio ffyrdd. Mae'n gywilyddus bod y Blaid Lafur yn ceisio defnyddio preifateiddio'r rheilffyrdd i dynnu sylw oddi wrth y ffaith nad ydynt, ers pedair blynedd, wedi gwneud llawer i'w cefnogi.

Soniodd y Gweinidog, sydd yn anffodus wedi gadael y Siambr, am athrawiaeth—ymddiheuraf, mae yma o hyd; mae'n cuddio y tu ôl i biler. Eich plaid chi a groesawodd y cysyniad o breifateiddio yn frwd. Soniasoch hyd yn oed am breifateiddio rheolaeth traffig awyr a rheilffordd danddaearol Llundain. Hoffwn eich llongyfarch am barhau â'r polisi Ceidwadol gwych hwn, ond peidiwch â sefyll a dweud wrthym fod rhywbeth o'i le ar breifateiddio pan na fu eich plaid fawr o dro yn ei groesawu. Mae'n siomedig, pan aiff rhywbeth o'i le, yn hytrach na datrys y broblem—fel y dylech fod wedi'i wneud bedair blynedd yn ôl—fod eich plaid yn troi at ddefnyddio'r math o iaith a fyddai wedi bod yn dda efallai ar orymdaith i fyfyrwyr coleg polytechnig yn y 1970au. A dweud y gwir mae'n anghyfrifol ac yn sylw di-alwamdano gan bobl a ddylai fod yn rhedeg y wlad hon.

Bu Plaid Cymru, wrth gwrs, yn gyson o ran diwydiannau a gaiff eu rhedeg gan y wladwriaeth. Fel y dysgodd y Dirprwy Lywydd a minnau y diwrnod o'r blaen, o

Governments are recognising the fallacy of state ownership and divesting themselves of failing state-run industries. If Plaid Cymru wants to openly advocate the sort of out-dated economic philosophies that confer third-world status on most of eastern Europe, then we can only admire its honesty.

**Cynog Dafis:** It is worth mentioning that in a poll in *The Guardian*, 71 per cent of Conservative supporters are registered as supporting the re-nationalisation of Railtrack.

**David Davies:** Polls are wonderful things. Just a week before the Assembly elections, a poll said that the Labour Party was 18 points ahead in Monmouthshire. It turned out that it was about 10 points behind. Polls cannot be trusted. They will always be mooted when they are in somebody's favour and never when they are not.

I may be one of the youngest Members in this Chamber, and perhaps the First Minister would say that I was still in short trousers at the time, but even I remember that British Rail was a standing joke when it was state-owned. Of course, its privatisation could have been done differently and, following the tragic accidents that have recently taken place, setting up a new safety authority is important if we are to maintain public confidence. However, let no one be mistaken: the statistics show that rail travel is safer now than it was 20 years ago and infinitely safer than travelling by road. This Government should do more to encourage rail freight and ensure that all rail freight companies operate on a level playing field.

We must not forget the role that buses play. The Government should carefully consider subsidising rail routes and its possible effect on parallel bus routes. As I mentioned earlier, when I visited Cardiff Bus Limited, one issue that drivers raised time and again was that they are fed up with buses being attacked, bus drivers being verbally abused, spat at and even physically attacked and people throwing

Tanzania i'r hen Undeb Sofietaidd, mae Llywodraethau yn cydnabod camsyniad perchenogaeth y wladwriaeth ac yn ymwrthod â diwydiannau aflwyddiannus a gaiff eu rhedeg gan y wladwriaeth. Os yw Plaid Cymru am hyrwyddo'r math hwn o athroniaeth economaidd sydd yn rhoi statws trydydd byd i'r rhan fwyaf o ddwyrain Ewrop, yna gallwn ond edmygu ei gonestrwydd.

**Cynog Dafis:** Mae'n werth sôn am bôl piniwn yn *The Guardian*, lle y cofrestrir 71 y cant o gefnogwyr y Ceidwadwyr o blaid ailwladoli Railtrack.

**David Davies:** Mae polau piniwn yn bethau gwych. Wythnos yn unig cyn etholiadau'r Cynulliad, dywedodd pól piniwn fod y Blaid Lafur 18 o bwyntiau ar y blaen yn Sir Fynwy. Yn y pen draw yr oedd tua 10 pwynt y tu ôl. Ni ellir ymddiried mewn polau piniwn. Cânt eu cyflwyno bob amser pan fyddant o blaid rhywun a byth pan fyddant yn ei erbyn.

Efallai mai fi yw un o'r Aelodau ieuengaf yn y Siambr hon, ac efallai y byddai'r Prif Weinidog hyd yn oed yn dweud fy mod mewn trowsus byr o hyd ar y pryd, ond yr wyf fi hyd yn oed yn cofio bod y Rheilffyrdd Prydeinig yn gyff gwawd parhaus pan oedd y wladwriaeth yn berchen arni. Wrth gwrs, gellid bod wedi'i breifateiddio'n wahanol, ac yn dilyn y damweiniau trasig a fu yn ddiweddar, mae sefydlu awdurdod diogelwch newydd yn bwysig er mwyn cadw hyder y cyhoedd. Fodd bynnag, peidied neb â chamgymryd: dengys yr ystadegau fod teithio ar y rheilffyrdd yn fwy diogel yn awr nag yr oedd 20 mlynedd yn ôl ac yn llawer mwy diogel na theithio ar y ffyrdd. Dylai'r Llywodraeth hon wneud mwy i annog cludo nwyddau ar y rheilffyrdd a sicrhau bod pob cwmni cludiant rheilffyrdd yn cael chwarae teg.

Ni ddylem anghofio'r rhan a chwaraeir gan fysiau. Dylai'r Llywodraeth ystyried rhoi cymhorthdal i reilffyrdd a'i effaith bosibl ar deithiau bysiau cyfatebol. Fel y soniais ynghynt, pan ymwelais â Bysiau Caerdydd Cyfyngedig, un mater a godwyd dro ar ôl tro gan y gyrwyr oedd eu bod wedi hen flino ar bobl yn ymosod ar y bysiau, gyrwyr bysiau yn cael eu sarhau, pobl yn poeri arnynt a

missiles at buses. That reckless minority, which puts lives at risk, should face custodial sentences if caught throwing missiles at buses. If there was one useful action that the Assembly could take, it would be to make that point to central Government.

To close, I do not believe, in general, in state intervention. However, the state has responsibilities. One of those is to provide a sound transport infrastructure to allow companies to grow, and to enable individuals to enjoy the freedom of travel. Over the past four years, we have seen roads deteriorate, public transport services undermined, and taxes increase. There is only one silver lining on the black cloud of Labour's transport policy—in a few weeks' time we will have the opportunity to boot Labour out and put somebody else in instead.

**Rhodri Glyn Thomas:** Cyfyngaf fy nghyfraniad i ymrwymiad y Cynulliad Cenedlaethol i ddatblygu cynaliadwy, a'r angen i'r ymrwymiad hwnnw fod yn ganolog ac yn greiddiol i holl weithgareddau a pholisiau'r Cynulliad. Yn syml, ni all datblygu cynaliadwy fod yn ychwanegol. Mae arnaf ofn fod llawer o'r pethau a restrodd Sue yn ei haraith agoriadol yn bethau ychwanegol. Nid yw hynny yn gynaliadwy. Mae'n rhaid i ddatblygu cynaliadwy fod yn ganolog i strategaeth drafnidiaeth Cymru a goblygiadau hynny i rai o'r materion sylfaenol bwysig sydd yn ein hwynebu.

One of those challenges facing Wales and the rest of the world is climate change. Plaid Cymru—The Party of Wales is committed to limiting climate change as a matter of priority. The UK transport sector is the third largest source of greenhouse gas emissions in the UK. More importantly, it is the fastest growing source. Perhaps you should consider that fact, David. One challenge of developing integrated transport policies must, therefore, be to reduce the contribution of greenhouse gas emissions from transport. Heavy dependence on cars for going to work is also a major cause of pollution in many areas, as well as the more frustrating experience of traffic congestion. For many in rural areas, isolation is the problem rather than

phobl hyd yn oed yn ymosod yn gorfforol arnynt ac yn taflu cerrig at fysiau. Dylai'r lleiafrif di-hid hynny, sydd yn peryglu bywydau, wynebu dedfryd o garchar os cânt eu dal yn taflu cerrig at fysiau. Byddai cyfleu hyn i Lywodraeth ganolog yn un cam defnyddiol y gallai'r Cynulliad ei gymryd.

I gloi, ni chredaf, yn gyffredinol, mewn ymyrraeth gwladol. Fodd bynnag, mae gan y wladwriaeth gyfrifoldebau. Un o'r rheini yw darparu isadeiledd trafndiaeth cadarn fel y gall cwmnïau dyfu, a galluogi unigolion i fwynhau rhyddid teithio. Dros y pedair blynedd diwethaf gwelsom ffyrdd yn gwaethygu, gwasanaethau trafndiaeth gyhoeddus yn cael eu tanseilio, a threthi'n cynyddu. Dim on un ymyl arian sydd i gwmwl du polisi trafndiaeth Llafur—ymhen ychydig wythnosau cawn gyfle i gael gwared ar Lafur a rhoi rhywun arall yn ei lle.

**Rhodri Glyn Thomas:** I will limit my contribution to the Assembly's commitment to sustainable development, and the need for that commitment to be central and fundamental to all the Assembly's activities and policies. Simply, sustainable development cannot be an add-on. I am afraid that many of the things that Sue listed in her opening speech are add-ons. That is not sustainable. Sustainable development must be central to Wales's transport strategy and the implications of that for some of the fundamentally important issues that face us.

Un o'r heriau hynny sydd yn wynebu Cymru a gweddill y byd yw newid hinsawdd. Mae Plaid Cymru—The Party of Wales yn ymrwymedig i gyfyngu ar y newid mewn hinsawdd fel mater o flaenoriaeth. Sector trafndiaeth y DU yw'r drydedd ffynhonnell fwyaf o ollyngiadau nwy tŷ gwydr yn y DU. Yn bwysicach, hon yw'r ffynhonnell sydd yn tyfu gyflymaf. Efallai y dylech ystyried y ffaith honno, David. Rhaid mai un o heriau datblygu polisiau trafndiaeth integredig felly yw lleihau cyfraniadau gollyngiadau nwy tŷ gwydr o drafnidiaeth. Mae dibynnu'n drwm ar geir er mwyn mynd i'r gwaith yn un o brif achosion llygredd mewn sawl ardal hefyd, yn ogystal â'r profiad mwy rhwystredig o dagfeydd traffig. I lawer mewn ardaloedd



congestion, and at present there are few alternatives to using the car. Does the Government of Wales have an integrated public transport policy for rural areas as well as urban areas, and if so, what is it? What is the alternative to using a car in rural areas? We hope that one option in which the Government will invest is developing longer-term solutions for alternative fuels for cars.

On urban areas, important environmental problems are caused by the increasing use of the car. Real alternative modes of transport must be developed. Congestion and pollution are high on the south-east M4 corridor, and in areas where commuters come from the Valleys into Cardiff and Newport. By developing an integrated transport system, it is hoped that we can encourage people to mix between using cars, taxis, buses, walking, cycling, and, more importantly, the railway. One of the key modes of transport that we need to integrate into our policies is the rail network. However, the Assembly's lack of power over rail means that we are unable to achieve this. The only way that we are able to tackle the problem of congestion is through roads-based solutions. If we are to achieve our aim of reducing greenhouse gas emissions from transport we must also use the railways. We are not even able to ensure that the wider strategic rail network is working with the National Assembly's common aims to promote sustainable development. We are unable to establish a passenger transport authority, which would ensure that we could integrate rail travel with private car use and other means of transport. Furthermore, our rail network is currently in a state of financial crisis, is unreliable, overcrowded and overpriced. Many stations feel unsafe, have poor facilities and are ill-equipped.

For all the Government's good intentions on an integrated transport policy, the state of the railways and also, often, buses, is making public transport an unattractive alternative to the car. We desperately need to change that.

gwledig, ynysu yw'r broblem yn hytrach na thagfeydd, ac ar hyn o bryd prin yw'r opsiynau amgen yn lle defnyddio'r car. A oes gan Lywodraeth Cymru bolisi trafndiaeth gyhoeddus integredig ar gyfer ardaloedd gwledig yn ogystal ag ardaloedd trefol, ac os oes ganddi, beth ydyw? Beth yw'r opsiwn amgen yn lle car mewn ardaloedd gwledig? Gobeithiwn mai un opsiwn y bydd y Llywodraeth yn buddsoddi ynddo fydd datblygu atebion tymor hwy ar gyfer tanwydd amgen i geir.

O ran ardaloedd trefol, mae'r defnydd cynyddol o geir yn achosi problemau amgylcheddol pwysig. Rhaid datblygu dulliau teithio amgen gwirioneddol. Mae tagfeydd a llygredd yn broblem fawr ar goridor de-ddwyrain yr M4, ac mewn ardaloedd lle y daw cymudwyr o'r Cymoedd i Gaerdydd a Chasnewydd. Drwy ddatblygu system drafnidiaeth integredig, gobeithir y gallwn annog pobl i ddefnyddio cymysgedd o'r canlynol sef ceir, tacsis, bysiau, cerdded, beicio ac, yn bwysicach, y rheilffordd. Un o'r dulliau teithio allweddol y mae angen inni ei integreiddio yn ein polisiau yw'r rhwydwaith rheilffyrdd. Fodd bynnag, golyga diffyg awdurdod y Cynulliad dros y rheilffyrdd na allwn gyflawni hyn. Yr unig ffordd y gallwn fynd i'r afael â phroblem tagfeydd yw drwy ddod o hyd i atebion sydd yn seiliedig ar y ffyrdd. Os ydym i gyflawni ein nod o leihau gollyngiadau nwy tŷ gwydr o drafnidiaeth rhaid inni ddefnyddio'r rheilffyrdd hefyd. Ni allwn hyd yn oed sicrhau bod y rhwydwaith rheilffyrdd strategol ehangach yn gweithio gyda nodau cyffredin y Cynulliad Cenedlaethol i hyrwyddo datblygu cynaliadwy. Ni allwn sefydlu awdurdod trafndiaeth teithwyr, a fyddai'n sicrhau y gallem integreiddio teithio ar y rheilffyrdd â'r defnydd preifat o geir a dulliau teithio eraill. At hynny, mae ein rhwydwaith rheilffyrdd yn wynebu argyfwng ariannol ar hyn o bryd, nid yw'n ddibynadwy, mae'r trenau yn rhy llawn a'r prisiau'n rhy uchel. Nid yw llawer o'r gorsafoedd yn teimlo'n ddiogel, mae'r cyfleusterau yn wael a'r adnoddau'n brin.

Er holl fwriadau da y Llywodraeth ar bolisi trafndiaeth integredig, nid yw cyflwr y rheilffyrdd ac yn aml y bysiau hefyd, yn gwneud trafndiaeth gyhoeddus yn ddewis amgen atyniadol. Mae angen dybryd inni

That cannot be done without an element of public control to ensure that sustainable development is considered as a priority alongside profit.

5:20 p.m.

**Peter Law:** I am grateful for the opportunity to speak in this debate. This debate is about an integrated transport policy and we have one. It is working every day and we have seen the results of it. We heard Sue Essex speak about it in some detail. Plaid Cymru said that it will only support six out of the seven government amendments. Six out of seven is not bad. The three Conservative amendments are typically irrelevant and insincere. I am surprised that you have the audacity to propose them, David, but you are a younger member of the Conservatives, and perhaps it has not affected you in the ingrained way it has some of your older colleagues who have been shamed. The schools and offices in Blaenau Gwent closed at 2 p.m. today because of the snow. Blaenau Gwent is more than 1,000 ft above sea level and that is the problem that exists in that area in this kind of weather. I am glad that this debate is likely to be adjourned. This integrated transport policy is an attempt to replace the opportunity and inclusion that has been missing in these communities. There was no hope for the Vale of Glamorgan railway line until this National Assembly came into being. The announcement has been made. The extension and dualling of the A55 to Holyhead is an exciting scheme and will be opened shortly. Good work has been done on the A470 and the Redberth/Sageston bypass, which the people of west Wales thought would never happen. It is being built as a result of Sue Essex's good work. In my constituency, we received the wonderful news of the dualling of the heads of the Valleys road. David Davies may not like that because some people may not want it near their back gardens, but the people who live in the Valley communities are delighted that this major £250 million scheme—

**David Davies:** Will you give way?

**Peter Law:** No, because I do not have

newid hynny. Ni ellir gwneud hynny heb elfen o reolaeth gyhoeddus er mwyn sicrhau yr ystyrir datblygu cynaliadwy yn flaenoriaeth ochr yn ochr ag elw.

**Peter Law:** Yr wyf yn ddiolchgar am y cyfle i lefaru yn y ddadl hon. Mae'r ddadl hon yn ymwneud â pholisi trafniadaeth integredig ac mae un gennym. Mae'n gweithio bob dydd a gwelsom ei ganlyniadau. Rhoddodd Sue Essex wybodaeth fanwl amdano. Dywedodd Plaid Cymru mai dim ond chwech allan o saith gwelliant y llywodraeth y bydd yn eu cefnogi. Nid yw chwech allan o saith yn rhy ddrwg. Yn nodweddiadol, mae'r tri gwelliant gan y Ceidwadwyr yn amherthnasol ac yn annidwyll. Synnaf fod yr hyfdra gennych i'w cynnig, David, ond yr ydych yn aelod iau o'r Ceidwadwyr, ac efallai nad yw wedi effeithio arnoch yn y ffordd reddfol yr effeithiodd ar rai o'ch cyd-Aelodau hŷn a gafodd eu cywilyddio. Caeodd yr ysgolion a'r swyddfeydd ym Mlaenau Gwent am 2 p.m. heddiw oherwydd yr eira. Mae Blaenau Gwent yn fwy na 1,000 o droedfeddi uwchben lefel y môr a dyna'r broblem sydd yn bodoli yn yr ardal honno yn y math hwn o dywydd. Yr wyf yn falch bod y ddadl hon yn debygol o gael ei gohirio. Ymgais yw'r polisi trafniadaeth integredig hwn i adfer y cyfle a'r cynwysoldeb a fu ar goll yn y cymunedau hyn. Nid oedd unrhyw obaith i reilffordd Bro Morgannwg nes dyfodiad y Cynulliad Cenedlaethol hwn. Gwnaethpwyd y cyhoeddiad. Mae ymestyn a deuoli ffordd yr A55 i Gaerdybi yn gynllun cyffrous a bydd ar agor yn fuan. Gwnaethpwyd gwaith da ar yr A470 a ffordd osgoi Redberth/Sageston, na fyddai byth yn digwydd ym marn pobl gorllewin Cymru. Caiff ei adeiladu o ganlyniad i waith da Sue Essex. Yn fy etholaeth i, clywsom y newyddion gwych am ddeuoli ffordd blaenau'r Cymoedd. Efallai na fydd David Davies yn falch o hynny oherwydd efallai na fydd rhai pobl am ei chael yn agos i'w gerddi cefn, ond mae'r bobl sydd yn byw yng nghymunedau'r Cymoedd yn falch iawn bod y cynllun pwysig £250 miliwn hwn—

**David Davies:** A ildiwch?

**Peter Law:** Na wna, gan nad oes digon o

enough time, and what you say is normally irrelevant. The people who live in the Valley communities who have suffered oppression and poverty will now have an opportunity to have their communities opened up by the dualling of the heads of the Valleys road. That has been outstanding for 20 years. It is wonderful news. It will be a seven-year scheme, and I am pleased that work will begin next year on the Tredegar to Dowlais section. That brings inclusion to people.

The proposed reopening of the passenger rail service to Ebbw Vale and Abertillery also brings inclusion to people. I thank Sue Essex for visiting Blaenau Gwent last week to consider the exciting proposals for reopening that passenger railway service. Blaenau Gwent County Borough Council has worked well on that and we have an opportunity to see that railway service returning. Coincidentally, it will return at the time of the suggested closure of the steelworks, which, of course, we do not accept. It will give us the chance to see opportunities for education, employment, leisure and sport and for accessibility to places such as the capital city for communities that are tucked up 40 miles and 26 miles away respectively in a valley that is completely isolated. That is important to people who live in socially deprived areas who have never had these opportunities in the past. I appreciate the importance of rural areas and we have seen a terrific amount of work achieved through the rural bus subsidy, where the Minister has increased the money year on year. The community transport co-ordinator helps people gain access to community bus facilities and transport. These are the important facilities that an integrated transport policy can offer.

We must not forget the all-Wales rail franchise. This Assembly is not yet two years old and we have achieved a great deal in that respect. An all-Wales rail franchise has been announced. Sue has worked hard with the Environment, Panning and Transport Committee, and I pay tribute to that Committee because all parties are committed to the franchise. We must all work together to negotiate the way forward. I share the concerns about the lack of an appointee to the

amser gennyf, ac mae'r hyn a ddywedwch fel arfer yn amherthnasol. Caiff y bobl sydd yn byw yng nghymunedau'r Cymoedd sydd wedi dioddef gorthrwm a thlodi gyfle yn awr i weld eu cymunedau yn agor drwy greu ffordd ddeuol ar gyfer blaenau'r Cymoedd. Bu disgwyl am hynny ers 20 mlynedd. Mae'n newyddion gwych. Bydd yn gynllun saith mlynedd, ac yr wyf yn falch y bydd y gwaith yn dechrau'r flwyddyn nesaf ar y rhan Tredegar i Ddowlais. Daw hynny â chynwysoldeb i bobl.

Mae ailagor arfaethedig y gwasanaeth rheilffordd i deithwyr i Lynebwy ac Abertyleri. Diolchaf i Sue Essex am ymweld â Blaenau Gwent yr wythnos diwethaf i ystyried y cynigion cyffrous ar gyfer ailagor y gwasanaeth rheilffordd i deithwyr. Mae Cyngor Bwrdeistref Sirol Blaenau Gwent wedi gwneud gwaith da ar hynny ac mae cyfle gennym i weld y gwasanaeth rheilffordd hwnnw yn dychwelyd. Bydd yn cyd-daro â'r adeg a awgrymwyd ar gyfer cau'r gwaith dur. Ni dderbyniwn hynny, wrth gwrs. Rhydd gyfle inni weld cyfleoedd mewn addysg, cyflogaeth, hamdden a chwaraeon a hygyrchedd i leoedd fel y brifddinas ar gyfer cymunedau sydd 40 o filltiroedd a 26 o filltiroedd i fyny cwm sydd wedi ei ynysu'n llwyr. Mae hynny'n bwysig i bobl sydd yn byw mewn ardaloedd cymdeithasol-difreintiedig na chawsant y cyfleoedd hyn erioed yn y gorffennol. Gwerthfawrogaf bwysigrwydd ardaloedd gwledig a gwnaethpwyd llawer iawn o waith drwy'r cymhorthdal bysiau gwledig, lle mae'r Gweinidog wedi cynyddu'r arian flwyddyn ar ôl blwyddyn. Mae'r cydlynnydd trafniadaeth gymunedol yn helpu pobl i ddefnyddio cyfleusterau bysiau a thrafnidiaeth gymunedol. Dyma'r cyfleusterau pwysig y gall polisi trafniadaeth integredig eu cynnig.

Rhaid inni beidio ag anghofio masnachfaint rheilffyrdd Cymru gyfan. Nid yw'r Cynulliad hwn yn ddyflwydd oed eto a chyflawnasom lawer iawn yn hyn o beth. Cyhoeddwyd masnachfaint rheilffyrdd Cymru gyfan. Gweithiodd Sue yn galed gyda'r Pwyllgor Amgylchedd, Cynllunio a Thrafnidiaeth, a thalaf deyrnged i'r Pwyllgor hwnnw oherwydd mae pob plaid yn ymrwymedig i'r fasnachfaint. Rhaid inni weithio gyda'n gilydd i drafod y ffordd ymlaen. Rhannaf y

Strategic Rail Authority. I agree that we should have a place on the SRA by right, and not only be consulted. We should have the right to instruct and direct the SRA. That will develop through Sue Essex's negotiation with the Environment Committee. Let us not live in cloud-cuckoo-land; it would be to look down the wrong road to think that a Plaid Cymru Government in the Assembly would be able to achieve that. It would not be acceptable and could not be achieved.

**The Deputy Presiding Officer:** You have had five minutes, Peter.

**Peter Law:** I support the work of the Labour Assembly Government on the integrated transport policy. We are on track, and the Minister for Environment is the person capable of doing the job on our behalf.

**Geraint Davies:** The heart of the transport problem at present is that the system does not work. We have enough pollution to cause serious health problems, unacceptable levels of congestion and modes of transport that do not provide travellers with the service that they need and at a price they can afford. To combat this, we must develop a truly integrated transport system that will provide mobility and, more importantly, regenerate the deprived areas of Wales. The Valleys desperately need a good road system if the area is to develop. It is not a matter of integrated transport versus roads; we need both, because efficient bus services need good roads. If we are serious about regeneration and about helping our most deprived areas, which includes my constituency, Rhondda, we must subscribe to the provision of adequate roads as part of an integrated transport network.

One of the first essentials of transport policy is combating the serious problem of social exclusion through affordable public transport. Too many people in the Valleys depend on poor public transport, with fares that they cannot afford. This is undoubtedly causing hardship. Fares must compete with the running costs of cars, excluding the fixed costs, so that people are lured out of using

pryderon ynglŷn â diffyg penodai i'r Awdurdod Rheilffyrdd Strategol. Cytunaf y dylem fod â lle ar yr SRA, ac nad ymgynghori â ni yn unig y dylid ei wneud. Dylem fod â'r hawl i gyfarwyddo a chyfeirio'r SRA. Bydd hynny'n datblygu drwy negodiad Sue Essex â Phwyllgor yr Amgylchedd. Ni ddylem fod â'n pen yn y cymylau; byddem yn mynd ar y trywydd anghywir pe baem yn credu y byddai Llywodraeth Plaid Cymru yn y Cynulliad yn gallu cyflawni hynny. Ni fyddai'n dderbyniol ac ni ellid ei gyflawni.

**Y Dirprwy Lywydd:** Yr ydych wedi cael pum munud, Peter.

**Peter Law:** Cefnogaf waith Llywodraeth Lafur y Cynulliad ar y polisi trafndiaeth integredig. Yr ydym ar y trywydd iawn, a'r Gweinidog dros yr Amgylchedd yw'r person a all wneud y gwaith ar ein rhan.

**Geraint Davies:** Gwraidd y broblem drafndiaeth ar hyn o bryd yw nad yw'r system yn gweithio. Mae gennym ddigon o lygredd i achosi problemau iechyd difrifol, tagfeydd annerbyniol a dulliau teithio nad ydynt yn rhoi'r gwasanaeth sydd ei angen ar deithwyr ac am bris y gallant ei fforddio. Er mwyn gwrthsefyll hyn, rhaid inni ddatblygu system drafndiaeth integredig wirioneddol a fydd yn darparu symudedd ac yn bwysicach, yn adfywio ardaloedd difreintiedig Cymru. Mae angen dybryd am system ffyrdd dda yn y Cymoedd er mwyn i'r ardal ddatblygu. Nid mater o drafndiaeth integredig yn erbyn ffyrdd ydyw; mae angen y ddau arnom, oherwydd mae angen ffyrdd da ar wasanaethau bysiau effeithlon. Os ydym o ddifrif ynglŷn ag adfywio a helpu ein hardaloedd mwyaf difreintiedig, sydd yn cynnwys fy etholaeth i, Rhondda, rhaid inni ddarparu ffyrdd digonol fel rhan o rwydwaith trafndiaeth integredig.

Un o hanfodion cyntaf polisi trafndiaeth yw gwrthsefyll problem ddifrifol allgáu cymdeithasol drwy drafndiaeth gyhoeddus y gellir ei fforddio. Dibynna gormod o bobl yn y Cymoedd ar drafndiaeth gyhoeddus wael, gyda phrisiau na allant eu fforddio. Rhaid i'r prisiau gystadlu â chostau cynnal ceir, ac eithrio'r costau sefydlog, fel yr anogir pobl i beidio â defnyddio ceir. Mae'n ddiddorol

cars. It is interesting to note that, in Germany, the level of car ownership is higher than in Wales, yet the level of car use is lower, due to superior public transport policies that we should try to emulate.

A major factor in social exclusion is the lack of accessibility to public transport. Many elderly or disabled people in the Valleys are unable to get to a bus stop or railway station. Community transport is often the answer and there are some excellent schemes in my constituency. That needs to be developed further. One anomaly, to which Helen Mary Jones referred, is that concessionary fares are not available for community transport. Legislation must be changed for that to become a possibility. It is important that community transport is included in any integrated transport network.

We must encourage young people to use public transport. Their experience of school transport is often poor, due to the use of very old buses. Concessionary fares should be extended to young people, because we must instill in them the habit of using public transport rather than a car.

Integration means enabling people to move quickly and easily from one form of transport to another. Bus and railway stations must have good, secure parking facilities for cars and bikes. Using the latter has a health implication. Bus and train times must be complementary so that people can move swiftly from one to another. Through-ticketing must be the norm. We need a passenger transport authority to co-ordinate these changes, the case for which is overwhelming and does not need further exploration as it is included in the Government's amendment 10.

In Ireland, Objective 1 money was spent on inter-urban rail, a suburban roads network, suburban rail and new buses. We should also be able to do that. By spending money in the same way, we can achieve the economic regeneration that Ireland has achieved.

A modern, integrated transport system needs

nodi, yn yr Almaen, fod mwy o bobl yn berchen ar gar nag yng Nghymru, ac eto gwneir llai o ddefnydd o'r car, oherwydd y polisiau trafndiaeth gyhoeddus gwell. Dylem geisio eu hefelychu.

Un ffactor o bwys mewn allgáu cymdeithasol yw'r diffyg hygyrchedd i drafndiaeth gyhoeddus. Ni all llawer o bobl oedrannus neu anabl yn y Cymoedd gyrraedd arhosfan bysiau neu orsaf reilffordd. Yn aml, trafndiaeth gymunedol yw'r ateb ac mae rhai cynlluniau rhagorol yn fy etholaeth. Mae angen datblygu hynny ymhellach. Un anghysondeb, y cyfeiriodd Helen Mary Jones ato, yw nad oes prisiau teithio rhatach ar gael ar gyfer trafndiaeth gymunedol. Rhaid newid y ddeddfwriaeth er mwyn i hynny ddod yn bosibilrwydd. Mae'n bwysig cynnwys trafndiaeth gymunedol mewn unrhyw rwydwaith trafndiaeth integredig.

Rhaid inni annog pobl ifanc i ddefnyddio trafndiaeth gyhoeddus. Mae eu profiad o drafndiaeth ysgol yn aml yn wael, gan fod bysiau hen iawn yn cael eu defnyddio. Dylid ymestyn prisiau teithio rhatach i bobl ifanc, oherwydd rhaid eu trwytho yn yr arfer o ddefnyddio trafndiaeth gyhoeddus yn hytrach na char.

Mae integreiddio yn golygu galluogi pobl i symud yn gyflym a hawdd o un math o drafndiaeth i un arall. Rhaid i orsafoedd bysiau a rheilffyrdd gael cyfleusterau parcio da a diogel i geir a beiciau. Mae goblygiad iechyd i ddefnyddio'r olaf. Rhaid i amserau bysiau a threnau gyd-daro fel y gall pobl symud yn gyflym o un i'r llall. Rhaid i gyd-docynnau ddod yn arfer. Mae angen awdurdod trafndiaeth teithwyr arnom i gydlynu'r newidiadau hyn, ac mae'r ddadl dros ei gael mor gryf. Nid oes angen ymchwilio iddo ymhellach gan ei fod wedi ei gynnwys yng ngwelliant 10 y Llywodraeth.

Yn Iwerddon, gwariwyd arian Amcan 1 ar reilffyrdd o fewn trefi, rhwydwaith ffyrdd maestrefol a bysiau newydd. Dylem ninnau fod yn gallu gwneud hynny hefyd. Drwy wario arian yn yr un ffordd, gallwn gyflawni'r adfywiad economaidd a gyflawnodd Iwerddon.

Mae angen ffyrdd da yn ogystal â system

good roads as well as a modern rail system. A hybrid, light railway system will not only improve mobility in Valley communities, it will also improve their image. A modern public transport system must be the backbone of the modernisation of Valley communities, and a cornerstone of any sustainable development agenda.

reilffordd fodern ar system drafnidiaeth integredig, fodern. Nid yn unig y bydd system reilffordd hybrid, ysgafn yn gwella symudedd yng nghymunedau'r Cymoedd, ond bydd hefyd yn gwella eu delwedd. Rhaid i system drafnidiaeth gyhoeddus, fodern weithredu fel asgwrn cefn i foderneiddio cymunedau'r Cymoedd, a rhaid iddi fod yn gonglfaen unrhyw agenda datblygu cynaliadwy.

### **Cynnig Trefniadol Procedural Motion**

**The Minister for Assembly Business (Andrew Davies):** I propose that **Y Trefnydd (Andrew Davies):** Cynigiau fod

*the National Assembly, under Standing Order No. 6.18, adjourns the minority party debate to another day.*

*y Cynulliad Cenedlaethol, o dan Reol Sefydlog Rhif 6.18, yn gohirio'r ddadl plaid leiafrifol tan ddiwrnod arall.*

**Nick Bourne:** I do not think that Standing Order No. 6.18 provides for that because it relates to 'the end of the period allocated to any motion'. We are not yet at the end of the period.

**Nick Bourne:** Ni chredaf fod Rheol Sefydlog Rhif 6.18 yn darparu ar gyfer hynny oherwydd mae'n ymwneud â 'diwedd y cyfnod a ddyrannwyd ar gyfer unrhyw gynnyg'. Nid ydym ar ddiwedd y cyfnod eto.

**The Deputy Presiding Officer:** Our interpretation is that the end of the period is 5.30 p.m. I have taken advice from the Clerk and, therefore, I think that I am on safe ground. We will follow that interpretation, at least for this afternoon.

**Y Dirprwy Lywydd:** Ein dehongliad yw mai 5.30 p.m. yw diwedd y cyfnod. Cymerais gyngor gan y Clerc ac, felly, credaf fy mod ar dir cadarn. Fe ddilynwn y dehongliad hwnnw, o leiaf am y prynhawn yma.

**David Melding:** Standing Order No. 6.16, bullet point 4 makes it clear that it refers to

**David Melding:** Mae Rheol Sefydlog Rhif 6.16, pwnt bwled 4 yn datgan yn glir ei fod yn cyfeirio at

'the continuation or the adjournment, of a debate after the period of time allocated to any individual item of business has expired'.

'parhau neu ohirio, dadl ar ôl i'r amser a neilltuwyd ar gyfer unrhyw eitem unigol o fusnes ddod i ben.'

That is in direct contradiction of the ruling that you may be minded to make.

Mae hynny'n gwrth-ddweud y dyfarniad yr ydych yn teimlo fel ei wneud efallai.

**The Deputy Presiding Officer:** The Standing Order refers to the continuation or adjournment of a debate

**Y Dirprwy Lywydd:** Cyfeiria'r Rheol Sefydlog at barhau neu ohirio dadl

'after the period of time allocated to any individual item has expired, in accordance with paragraph 6.18.'

'ar ôl i'r amser a neilltuwyd ar gyfer unrhyw eitem unigol o fusnes ddod i ben, yn unol â pharagraff 6.18.'

I rule that that time has now expired. We work family-friendly hours and our time expires at 5.30 p.m. I will make representations to the Presiding Officer on this in due course, but I will accept the procedural motion today.

Dyfarnaf fod yr amser hwnnw wedi dod i ben yn awr. Gweithiwn oriau sydd yn gyfeillgar i'r teulu a daw ein hamser i ben am 5.30 p.m. Byddaf yn cyflwyno sylwadau i'r Llywydd ar hyn maes o law, ond derbyniaf y cynnig gweithdrefnol heddiw.

I need 10 Members to express support to proceed with this motion. I see that there is overwhelming support. We will therefore move to a vote.

Mae angen 10 Aelod i fynegi cefnogaeth er mwyn mynd ymlaen â'r cynnig hwn. Gwelaf fod cefnogaeth aruthrol. Felly fe bleidleisiwn.

*Cynnig: O blaid 29, Ymatal 0, Yn erbyn 6.*

*Motion: For 29, Abstain 0, Against 6.*

Pleidleisiodd yr Aelodau canlynol o blaid:  
The following Members voted for:

Barrett, Lorraine  
Bates, Mick  
Butler, Rosemary  
Dafis, Cynog  
Davidson, Jane  
Davies, Andrew  
Davies, Geraint  
Davies, Janet  
Essex, Sue  
Evans, Delyth  
Feld, Val  
Gregory, Janice  
Griffiths, John  
Gwyther, Christine  
Hutt, Jane  
Jones, Ann  
Jones, Carwyn  
Jones, Elin  
Jones, Helen Mary  
Jones, Ieuan Wyn  
Law, Peter  
Lloyd, David  
Middlehurst, Tom  
Neagle, Lynne  
Ryder, Janet  
Sinclair, Karen  
Thomas, Gwenda  
Thomas, Rhodri Glyn  
Williams, Phil

Pleidleisiodd yr Aelodau canlynol yn erbyn:  
The following Members voted against:

Bourne, Nick  
Davies, David  
Davies, Glyn  
Graham, William  
Melding, David  
Pugh, Alun

*Derbyniwyd y cynnig.  
Motion adopted.*

**The Deputy Presiding Officer:** That **Y Dirprwy Lywydd:** Daw hynny â concludes today's proceedings. chyfarfod heddiw i ben.

*Daeth y cyfarfod i ben am 5.30 p.m.  
The session ended at 5.30 p.m.*