

## Y Pwyllgor Menter a Busnes

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Lleoliad:  
**Ystafell Bwyllgora 3 – y Senedd**

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Dyddiad:  
**Dydd Mercher, 20 Chwefror 2013**

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Amser:  
**10:30**

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Cynulliad  
Cenedlaethol  
Cymru

National  
Assembly for  
Wales



I gael rhagor o wybodaeth, cysylltwch â:

**Policy: Siân Phipps**  
Clerc y Pwyllgor  
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[Pwlyllgor.Menter@cymru.gov.uk](mailto:Pwlyllgor.Menter@cymru.gov.uk)

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### Agenda

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**Cyfarfod cyn y prif gyfarfod (10:30 – 11:00)**

- 1. Cyflwyniad, ymddiheuriadau a dirprwyon**
- 2. Y Bil Teithio Llesol (Cymru): Cyfnod 1 – Dull o graffu (11:00 – 11:15)**

**Egwyl (11:15 – 11:20)**

**Cyfarfod cyn y prif gyfarfod (11.20–11.30)**

- 3. Polisi y Sector Economaidd – Sesiwn i graffu ar waith y Gweinidog (11.30–12.30) (Tudalennau 1 – 2)**

Edwina Hart AC, y Gweinidog Busnes, Menter, Technoleg a Gwyddoniaeth

Jeff Collins, Cyfarwyddwr Cyflawni, yr Adran Busnes, Menter, Technoleg a Gwyddoniaeth

Tracey Burke, Cyfarwyddwr, Strategaeth, yr Adran Busnes, Menter, Technoleg a Gwyddoniaeth

**Ôl-drafodaeth yn breifat (12.30-12.40)**

**4. Papurau i'w nodi** (Tudalennau 3 - 6)

# Eitem 3

## PAPUR AR GYFER Y PWYLLGOR MENTER A BUSNES POLISI LLYWODRAETH CYMRU AR SECTORAU

### Cyflwyniad

1. Diben y papur hwn yw amlinellu tystiolaeth ysgrifenedig ynghylch Polisi Llywodraeth Cymru ar gyfer Sectorau. Papur ydyw ar gyfer y Pwyllgor Menter a Busnes.
2. Mae'r Adran Busnes, Menter, Technoleg a Gwyddoniaeth yn cynnig cymorth i naw sector fel rhan o'i gwaith ym maes datblygu economaidd. Dyma'r sectorau y cred eu bod yn gwbl allweddol i economi Cymru . Mae'r dull hwn yn ategu ymyriadau ehangach o fewn yr Adran ac ar draws Llywodraeth Cymru er mwyn hybu swyddi a thwf.

### Rôl y Paneli Sector

3. Mae gan bob Sector ei banel ei hun, yn cynnwys pobl o fusnesau'r sector preifat. Rôl pob Panel Sector yw cynnig cyngor ynghylch y cyfleoedd a ddaw i ran y Sectorau a'u hanghenion, gan ddefnyddio eu harbenigedd yn y sector preifat i bennu'r cyfleoedd ar gyfer ehangu busnesau a llywio datblygiadau polisi a blaenoriaethau buddsoddi Llywodraeth Cymru yn y dyfodol.
4. Mae rôl a dull y Paneli Sector wrthi'n cael ei adolygu tra bo gwaith y Paneli Sector yn canolbwyntio ar gyflenwi yn hytrach na chynllunio.

### Blaenoriaethau'r Sector

5. Caiff y blaenoriaethau strategol ar gyfer pob un o'r naw Sector allweddol eu hamlinellu yn y Cynllun Cyflenwi Sectorau a gyhoeddwyd ar wefan Llywodraeth Cymru. Mae'r Cynllun yn amlinellu'r cyfleoedd a'r heriau ynghyd â'r blaenoriaethau tymor byr, tymor canol a'r hirdymor sydd ynghlwm wrth effaith. Gallwch weld y Cynllun drwy glicio ar y ddolen hon:
6. <http://wales.gov.uk/topics/businessandconomy/publications/130125deliveryplan/?lang=cy>

### Cyllideb a Chymorth Llywodraeth Cymru ar gyfer Sectorau

7. Mae ystod o ymyriadau wedi'u targedu ar gyfer y Sectorau, ynghyd â chyllideb benodol ar eu cyfer.
8. Yn ogystal, gall Sectorau fanteisio ar gymorth ehangach gan Lywodraeth Cymru gan gynnwys "Siop Un Stop" Busnes Cymru, cadwyni cyflenwi, cymorth ag entrepreneuriaeth, cymorth ag Ymchwil a Datblygu ac Arloesi, gwybodaeth ar-lein ynghyd â chyfeirio ac eiddo. Caiff y gyllideb Sectorau a Busnes ar gyfer 2012/13 a 2013/14 ei phennu yn nhabl 1.
9. Gall y Sectorau hefyd fanteisio ar fathau eraill o gymorth ariannol uniongyrchol, gan gynnwys y gronfa JEREMIE gwerth £150m a gefnogir gan Ewrop, y Gronfa Gwyddor Bywyd gwerth £100m a Chronfa Fuddsoddi BBaChau Cymru sydd werth £40m.

10. Mae Model Busnes Sengl wrthi'n cael ei gyflwyno er mwyn cefnogi'r Sectorau. Diben hyn yw unioni adnoddau er mwyn cyflwyno cynnig mwy syml i fusnesau, gyda dull mwy trefnus o farchnata a ategir gan broses glir ar gyfer rheoli ymholiadau.

Tabl 1 – Cyllideb Gyflenwi Sectorau a Busnes

	<b>2012/13 £'000</b>	<b>2013/14 £'000</b>
<b>Sectorau a Busnes</b>	147,858	114,366

### **Grantiau a Benthyciadau**

11. Mae'r tabl canlynol yn pennu'r ymrwymïadau presennol o ran grantiau a benthyciadau ar gyfer Sectorau a Busnes:

<b>Grantiau a Ymrwymwyd / Benthyciadau a Gynigiwyd yn ystod y cyfnod 01/04/11 hyd 31/12/12</b>	<b>Swm</b>	<b>Nifer y Cynigion</b>
Cyflenwi o fewn Sector	£68,861,794	*489

*\* ar sail cynigion sydd wedi'u hymrwymo hyd yma*

### **Monitro a Gwerthuso**

12. Mae rhestr o weithgareddau yn ategu'r nodau a'r amcanion ar gyfer pob Sector. Caiff Dangosyddion Perfformiad Allweddol eu defnyddio ar gyfer monitro eu heffeithiolrwydd. Mae ystod eang o Ddangosyddion Perfformiad Allweddol ar draws y timau Sector sy'n canolbwyntio ar Swyddi a Thwf ac sy'n dibynnu ar y meysydd polisi y maent yn eu cefnogi.
13. Caiff cynnydd y gwaith o gyflenwi ein hymrwymïadau a monitro ein dangosyddion olrhain ei nodi yn niweddariadau blynyddol y Rhaglen Lywodraethu. Ychwanegir at y manylion hyn dros amser drwy edrych ar y canlyniadau a gyflawnir o fuddsoddiadau mwy hirdymor. Bydd hyn yn sicrhau dealltwriaeth fwy cytbwys o'r cynnydd.

### **Y Berthynas ag Ardaloedd Menter a Mewnfuddsoddi**

14. Mae Ardaloedd Menter yn canolbwyntio ar sectorau penodol ac yn cynnig cyfleoedd i fusnesau gael eu lleoli ar yr un safle â chlystyrau diwydiant sydd wedi'u hen sefydlu, manteisio ar gyfleoedd sy'n codi o fewn y gadwyn gyflenwi, neu elwa ar brosiectau strategol a gaiff eu cynllunio ar gyfer yr ardaloedd.
15. Mae'r tîm Masnach a Mewnfuddsoddi yn cydweithio'n agos â'r timau Sector ac â thimau Ardaloedd Menter er mwyn sicrhau bod gweithgareddau yn cael eu hintegreiddio. Eto i gyd, mae'r dull yn hyblyg er mwyn cynnwys teithiau masnach amlsector a mewnfuddsoddi o'r tu allan i'r Sectorau allweddol.

### **Dulliau Marchnata a Chyfathrebu**

16. Rydym wedi ymrwymo i farchnata'r dull sectorol ynghyd â chynnig Llywodraeth Cymru. Caiff hyn ei adlewyrchu yn ein cynlluniau marchnata, ynghyd â'n marchnata ehangach yma yng Nghymru a thramor. Er enghraifft, ail-lansio gwefan newydd Busnes Cymru a lansio "Siop Un Stop" Busnes Cymru ar gyfer busnesau.

Carl Sargeant AC / AM  
Y Gweinidog Llywodraeth Leol a Chymunedau  
Minister for Local Government and Communities



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref  
Ein cyf/Our ref SF/CS/0447/13

Nick Ramsay AM  
Enterprise and Business  
Committee  
National Assembly for Wales  
Cardiff Bay  
CARDIFF  
CF99 1NA

5<sup>h</sup> February 2013

On Thursday 24 January I was pleased to attend the meeting of the Enterprise and Business Committee as part of your Inquiry into Integrated Public Transport.

You will remember that I undertook to write providing additional information in response to questions that were put to me towards the end of the session, but which I could not fully address in the time available. I hope that the following, additional information is helpful, and will further assist the Committee's work on this important issue.

### **Go Cymru**

I explained during the meeting that we are continuing to discuss with Arriva Trains Wales how we can include train travel along with bus journeys as part of our Go Cymru integrated Smartcard scheme. I am expecting to be able to announce in the next few months significant progress for having a firm timetable for the Go-Cymru card to be accepted by train companies significantly ahead of the new franchise. This will include the consideration of forward looking approaches such as paperless and mobile phone technologies.

### **Community Transport Concessionary Fares Initiative (CTCFI)**

During 2012 my officials undertook detailed, face-to-face meetings with each of the 15 CTCFI projects that we have been supporting financially since 2005. The aim was to provide further assistance to them in identifying potential new sources of funding, should their CTCFI funding cease. In the event, you will recall that I announced on 17 January that Welsh Government funding of these CTCFI projects will end after Friday 12 April 2013.

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

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Llinell Ymholiadau Cymraeg 0845 010 4400  
Correspondence: Carl.Sargeant@wales.gsi.gov.uk  
Printed on 100% recycled paper

A majority of the 15 projects reported that they expected to continue to operate services without CTCFI funding, although passengers were likely to have to contribute financially by paying a fare. Others were actively exploring alternative funding sources, including the introduction of Section 22 public services which would be eligible for reimbursement under our concessionary bus travel scheme. The meetings were undertaken at least four months ago, so some time has passed since that information was obtained.

My officials are in the process of writing to each of the 15 CTCFI projects to remind them that they need to discuss with their Regional Transport Consortium how to bid for funding under the new Regional Transport Services Grant (RTSG) scheme that will be introduced on 1 April 2013.

### Community transport eligibility under RTSG

My officials are preparing detailed Notes for Guidance for the Regional Transport Consortia to assist them in administering the new RTSG scheme. As part of that process, the Consortia and the Community Transport Association in Wales have been asked to propose specific categories of service that should be designated “community transport” for the purposes of being funded from the ring-fenced £2.5m for community transport under the RTSG scheme in 2013-14.

I would not wish to pre-empt the work of the Bus Funding Review Implementation Group in considering those proposals, but the Committee may be assured that – consistent with my decision to protect the future of community transport by ring-fencing funding – I would hope that as wide a range as possible will be included.

### Investment in the bus and rail network

The following details underline the importance that I attach to supporting an effective, efficient and integrated public transport system in Wales.

Budget Expenditure Line	2013-14 Revenue budget £000s	2013-14 Capital budget £000s	2014-15 Revenue budget £000s	2014-15 Capital budget £000s
Bus support and local transport	26,134	1,000	26,128	1,000
Rail franchise	171,579		171,577	
Rail investment		37,083		20,971
Concessionary fares	53,453	9,433	55,057	9,716
	<b>251,166</b>	<b>47,516</b>	<b>252,762</b>	<b>31,687</b>
Sustainable Travel Towns and Smartcards (1)	2,000	7,500	2,000	7,500
Regional Transport Plans	500	15,557	500	15,557
	<b>2,500</b>	<b>23,057</b>	<b>2,500</b>	<b>23,057</b>

Note (1) This partially funds investment in rail and bus networks where relevant projects are approved as part of overall plans.

## **Additional rail-related legislation**

The Welsh Government is reviewing the role of the Welsh Ministers in the decision-making process for rail, which includes the level of accountability of the various bodies involved in delivering rail services and infrastructure. Our present role is defined through legislation, and we are able to influence decisions on certain issues (such as on the specification of the next Wales and Borders franchise) as both a consultee (and as a co-signatory in the case of the franchise). Before any decisions are made on the future arrangements, we must consider the implications of a change to the balance of risk and funding responsibility that currently sit with the UK Government

I have established a productive working relationship with the Secretary of State for Transport and his Ministerial team. This worked well as we made the case for electrification in south Wales, where we could recognise our statutory roles for decision making and at the same time build common ground and deliver my priorities.

With certainty on electrification secured I accelerated the process of shaping the future of rail in Wales by hosting a “call for evidence” conference in October 2012. This conference is part of our external engagement, with industry experts and leaders invited to share their views with each other and the Welsh Government on what should be up for consideration, the type of benefits that exist and the scale of the risks of which we should be aware.

Later this year, I will consult on the policies that should underpin our approach to the future of rail. Again, I will be seeking industry and user views on how the future rail needs of Wales should be delivered. Alongside this, my officials will be working closely with the Office of Rail Regulation, Network Rail, train operating companies, the Unions and the Department for Transport to complete the picture of what might need to change to meet our aspirations for rail in Wales. Once this information has been collated and analysed I will be in a position to make an informed decision on what needs to happen to better align decision making with delivering my priorities.



**Carl Sargeant AC / AM**

Y Gweinidog Llywodraeth Leol a Chymunedau  
Minister for Local Government and Communities





Ein cyf/Our ref: SF-FM-0147-13

Nick Ramsay AM  
Chair, Enterprise and Business Committee  
enterprise.committee@wales.gov.uk

11<sup>th</sup> February 2013

Dear Nick

I am writing in response to your letter of 30 January requesting additional information on Cardiff Airport, following our discussion at the Committee meeting.

I am unable to provide specific details on the timing of the due diligence activity because of commercial sensitivity. I will provide a statement on the outcome of the process as soon as it is appropriate to do so.

Whilst the Cardiff Airport Task Force has agreed a high level commercial in confidence strategy for developing routes specifically for Cardiff Airport – which was an immediate priority – I accept that broader work is required to develop a long-term strategy for air transport across the whole of Wales. I will announce further specific details on this matter when I am able to update members on the outcome of the due diligence activity.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Carwyn Jones'. The signature is fluid and cursive.

**CARWYN JONES**