



**Cynulliad Cenedlaethol Cymru
Cofnod y Trafodion**

**The National Assembly for Wales
The Record of Proceedings**

**Dydd Mawrth, 10 Hydref 2006
Tuesday, 10 October 2006**

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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.

Cwestiynau i'r Prif Weinidog Questions to the First Minister

Gwella Gwasanaethau Iechyd Improving Health Services

Q1 Irene James: Will the First Minister make a statement about improving health services in Islwyn? OAQ1909(FM)

The First Minister: Our prime aims are to improve patient access, to continue to reduce waiting times, to tackle health inequalities and to increase capacity in the NHS.

Irene James: Do you agree that with two new general practice surgeries, in Pontllanfraith and Crumlin, and a new hospital under development in Caerphilly, the health infrastructure in Islwyn, which has some of the highest levels of limiting long-term sickness in Wales, is being strengthened under Labour to meet local healthcare needs?

The First Minister: The health inequalities fund is extremely apposite to that issue of long-term healthcare needs in Islwyn, and the rest of the Caerphilly borough. You mentioned the new hospital, which we will be delivering shortly once the land clearance has taken place. The people of the mid valleys of Glamorgan and Gwent have waited for this hospital for the past 40 years, and they are proud that it is this Assembly and this Assembly Labour administration that will deliver it.

William Graham: You will agree that, in terms of health services, one of the main standards is that of the ambulance service. You will know of the criticisms that have been made in that regard recently. You will also probably know that, in Islwyn, the outturn is particularly poor—it is not as bad as it is in Monmouthshire, but it is well below the standards set, which are far lower than those in England and Scotland. How do you intend to improve ambulance response times?

The First Minister: We are looking forward

C1 Irene James: A wnaiff y Prif Weinidog ddatganiad am wella gwasanaethau iechyd yn Islwyn? OAQ1909(FM)

Y Prif Weinidog: Ein prif amcanion yw ei gwneud yn haws i gleifion gael gwasanaethau, dal ati i ostwng amseroedd aros, mynd i'r afael ag anghydraddoldebau iechyd a chynyddu capasiti yn y GIG.

Irene James: Ac ystyried bod dwy feddygfa meddygon teulu newydd ym Mhontllan-fraith a Chrymlyn, ac ysbyty newydd yn cael ei ddatblygu yng Nghaerffili, a ydych yn cytuno bod y seilwaith iechyd yn Islwyn—sydd â rhai o'r lefelau uchaf yng Nghymru o ran gwaeledd hirdymor cyfyngus—yn cael ei atgyfnerthu dan y Blaid Lafur er mwyn diwallu anghenion gofal iechyd lleol?

Y Prif Weinidog: Mae'r gronfa anghydraddoldebau iechyd yn addas iawn o ran y mater hwnnw, sef anghenion gofal iechyd hirdymor yn Islwyn, ac yng ngweddill bwrdeistref Caerffili. Cyfeiriasoch at yr ysbyty newydd, a fydd yn cael ei adeiladu'n fuan, wedi i'r tir gael ei glirio. Mae pobl cymoedd canol Morgannwg a Gwent yn aros am yr ysbyty hwn ers 40 mlynedd, ac maent yn falch mai'r Cynulliad hwn a gweinyddiaeth Lafur y Cynulliad a fydd yn ei ddarparu.

William Graham: Byddwch yn cytuno, o ran y gwasanaethau iechyd, mai un o'r prif safonau yw safon y gwasanaeth ambiwlans. Byddwch yn gwybod am y beirniadu a fu ar y gwasanaeth hwnnw yn ddiweddar. Mae'n siŵr y byddwch yn gwybod hefyd fod yr alldro yn Islwyn yn arbennig o wael—nid cynddrwg ag yn sir Fynwy, ond mae'n llawer is na'r safonau a osodwyd, sydd yn llawer is na'r rhai yn Lloegr ac yn yr Alban. Sut yr ydych yn bwriadu gwella amseroedd ymateb ambiwlansys?

Y Prif Weinidog: Yr ydym yn edrych

to a bid coming in from the Welsh Ambulance Services NHS Trust now that the new chief executive—who is not an interim chief executive but a real, actual, fully appointed chief executive—has taken up his post and has done his initial thorough analysis of the needs of the ambulance service in Wales. He has submitted a plan to his board, which has been discussed at board level, and we expect that to be formed into an action plan or a budget bid that the trust will pass on to us. The appropriate announcements will then be made.

ymlaen at gael cais gan Ymddiriedolaeth GIG Gwasanaethau Ambiwylans Cymru, gan fod prif weithredwr newydd—nid prif weithredwr dros dro, ond prif weithredwr go iawn, sydd wedi cael ei benodi i'r swydd—bellach wedi dechrau ar ei waith ac wedi gwneud ei ddadansoddiad manwl cychwynnol ar anghenion y gwasanaeth ambiwlans yng Nghymru. Mae wedi cyflwyno cynllun i'r bwrdd, sydd wedi cael ei drafod ar lefel y bwrdd, a disgwyliwn y bydd hwnnw'n cael ei wneud yn gynllun gweithredu neu'n gais cyllideb a drosglwyddir i ni gan yr ymddiriedolaeth. Bydd y cyhoeddiadau priodol yn cael eu gwneud ar ôl hynny.

Carchardai Agored Open Prisons

Q2 Laura Anne Jones: Has the First Minister made any representations to UK Government Ministers over the housing of serious offenders in Welsh open prisons? OAQ1880(FM)

C2 Laura Anne Jones: A yw'r Prif Weinidog wedi cyflwyno unrhyw sylwadau i Weinidogion Llywodraeth y DU ynghylch lletya troseddwr difrifol mewn carchardai agored yng Nghymru? OAQ1880(FM)

The First Minister: Edwina Hart has twice written on behalf of the Welsh Assembly Government to Gerry Sutcliffe, the Under-Secretary of State for Criminal Justice and Offender Management, in relation to recent events at Prescoed open prison.

Y Prif Weinidog: Mae Edwina Hart wedi ysgrifennu at Gerry Sutcliffe, yr Is-ysgrifennydd Gwladol dros Gyfiawnder Troseddol a Rheoli Troseddwr, ddwy waith ar ran Llywodraeth Cynulliad Cymru, ynglŷn â digwyddiadau diweddar yng ngharchar agored Prescoed.

Laura Anne Jones: As I do not live far from Prescoed open prison, I am acutely aware of the concerns of the residents of Usk and the surrounding area. David Davies, Assembly Member and Member of Parliament, and I, along with Usk residents, have continued to make representations to your Minister, Edwina Hart, as well as to the Home Office, as you have said. We are in the situation of residents, and children in particular, feeling like prisoners in their own homes and being afraid to go out due to the category of prisoners that we have at Prescoed open prison. I am delighted with the response that we have already had from Edwina Hart, her understanding of the problem, and her efforts to lobby the Home Office on our behalf for a review of the law. However, something needs to be done about this situation; this is clear when you consider the serious situation that we have in Usk. Can you reassure me today

Laura Anne Jones: Gan nad wyf yn byw yn bell o garchar agored Prescoed, yr wyf yn ymwybodol iawn o bryderon difrifol preswylwyr Brynbuga a'r dalgylch. Mae David Davies, yr Aelod Cynulliad a'r Aelod Seneddol, a minnau, ynghyd â phreswylwyr Brynbuga, wedi dal ati i gyflwyno sylwadau i'ch Gweinidog, Edwina Hart, ac i'r Swyddfa Gartref, fel y dywedasoeh. Mae'r preswylwyr, a phlant yn enwedig, yn teimlo fel carcharorion yn eu cartrefi ein hunain, yn ofni mynd allan oherwydd categori'r carcharorion sydd gennym yng ngharchar agored Prescoed. Yr wyf yn hynod falch o'r ymateb yr ydym wedi ei gael yn barod gan Edwina Hart, ei dealltwriaeth o'r broblem, a'i hymdrechion i lobïo'r Swyddfa Gartref ynghylch adolygu'r gyfraith ar ein rhan. Fodd bynnag, rhaid gwneud rhywbeth ynglŷn â'r sefyllfa hon; mae hyn yn amlwg wrth ystyried y sefyllfa ddifrifol sydd gennym ym

that you will join Edwina Hart in doing everything that you can to lobby the Home Office, the prisons Minister and the Home Secretary to ensure the safety of the residents of Usk?

The First Minister: I am not sure that I need to join Edwina Hart, because she is writing on behalf of the whole administration. However, it is important that we understand the view that was expressed by Edwina Hart in answering questions asked by you, I think, on 21 September in the Social Justice and Regeneration Committee meeting. People need to understand that we are pressing the Home Office to review the policy that came into being around three years ago, which has resulted in only a small number of break-outs, but a sufficient number to cause extreme concern for people in the villages around Usk and in Usk, including you as one of the local residents, and for them to review that policy. A report is being prepared following the walk-out—you cannot really call it a ‘break-out’ as it was from an open prison—in July by the two prisoners, Aspinall and Elms. We need to get hold of that report quickly to see what is happening.

On top of that, as regards whether prisons in England and Wales—I am not sure about Scotland—are close to bursting point, Edwina Hart has this morning written to Tony McNulty, Minister for Police and Security, on behalf of the administration to ask about the impact of placing prisoners in police cells when prisons are full. I am sure that she would be quite happy for a copy of that letter to be placed in the Library.

John Griffiths: Rhodri, I am glad that you have touched on overcrowding in prisons, because many of the pressures on open prisons in Wales come from the record and ever-growing prison population. Would you agree that we badly need a more progressive and effective prison policy, which finds a more suitable way of dealing with those prisoners who have mental health problems or drug or alcohol abuse problems, and who

Mrynbuga. A allwch roi sicrwydd i mi heddiw y byddwch yn ymuno ag Edwina Hart, gan wneud popeth yn eich gallu i lobio'r Swyddfa Gartref, y Gweinidog dros Garchardai a'r Ysgrifennydd Gwladol, er mwyn sicrhau diogelwch preswylwyr Brynbuga?

Y Prif Weinidog: Nid wyf yn sicr a oes angen i mi ymuno ag Edwina Hart, gan ei bod yn ysgrifennu ar ran y weinyddiaeth i gyd. Fodd bynnag, mae'n bwysig inni ddeall yr hyn a fynegwyd gan Edwina Hart o ran ateb cwestiynau a ofynnwyd gennych chi, credaf, ar 21 Medi yng nghyfarfod y Pwyllgor Cyfiawnder Cymdeithasol ac Adfywio. Mae angen i bobl ddeall ein bod yn pwyso ar y Swyddfa Gartref i adolygu'r polisi a ddaeth i fodolaeth ryw dair blynedd yn ôl. Er mai dim ond nifer fach o droseddwyr sydd wedi dianc yn sgîl hyn, mae'n ddigon uchel i beri pryder difrifol i bobl Brynbuga a'r bobl sy'n byw yn y pentrefi yn y cyffiniau, gan eich cynnwys chi, sy'n un o'r preswylwyr lleol. Mae adroddiad yn cael ei baratoi ar ôl i'r ddau garcharor, Aspinall ac Elms, ‘gerdded allan’ o'r carchar fis Gorffennaf. Ni ellir dweud eu bod wedi ‘dianc’ mewn gwirionedd, gan mai carchar agored ydyw. Mae angen inni gael gafaél ar yr adroddiad hwnnw'n gyflym er mwyn gweld beth sy'n digwydd.

Yn ogystal â hynny, o ran a yw carchardai yng Nghymru a Lloegr—nid wyf yn sicr am yr Alban—yn gorlifo bron, y bore yma, mae Edwina Hart wedi ysgrifennu at Tony McNulty, y Gweinidog dros yr Heddlu a Diogelwch, ar ran y weinyddiaeth i ofyn am effaith rhoi carcharorion mewn celloedd yng ngorsafodd yr heddlu pan nad oes lle mewn carchardai. Yr wyf yn siŵr y bydd yn ddigon bodlon i gopi o'r llythyr hwnnw gael ei roi yn y Llyfrgell.

John Griffiths: Rhodri, yr wyf yn falch eich bod wedi cyfeirio at bwnc gorlenwi mewn carchardai gan fod poblogaeth y carchardai, sy'n fwy nag erioed ac yn dal i dyfu, yn un o'r rhesymau pam mae cymaint o bwysau'n cael ei roi ar garchardai agored yng Nghymru. A gytunwch fod angen dirfawr am bolisi carchardai mwy blaengar a mwy effeithiol, sy'n dod o hyd i ffordd fwy addas o ddelio â'r carcharorion hynny sydd â

would be better off being looked after elsewhere? That would also address more effectively the problems of reoffending and would effect proper rehabilitation, thus easing the problems facing Welsh open prisons.

The First Minister: I doubt that anyone in this Chamber does not believe in the principle that any sensible, civilised prison policy should be about maximum rehabilitation and reducing reoffending rates. While accepting that some people have to be sent to prison, if people should not be there because better alternatives are available, those alternatives should be turned to. Perhaps we will turn to them now, as there is simply no room left in the prisons. When I first became a Member of Parliament, 19 years ago, the prison population was falling under Ken Clarke, then Home Secretary. When he became Chancellor of the Exchequer and Michael Howard became Home Secretary, the prison population started to rise and it has not stopped rising since—from 44,000 to the 80,000 that it is now. Even though we have gone from 44,000 to 80,000, prisons are still full, and, if you build more, they are soon full as well. It is almost like feeding the pigeons in Trafalgar square.

Leanne Wood: I am also concerned about this prison overcrowding crisis. We now know that police cells will be used to house prisoners and so, effectively, police officers will be used as prison guards. The Tories claim to be concerned about this, but, if they had their way, I am sure that Prescoed open prison would be closed, and the crisis would then be even more acute. I am aware that these issues are not devolved, and I am glad to hear you say that your Minister for social justice has written a letter about this. However, what more could you do to ensure that the police will not be underresourced in our communities? If the probation service were devolved, do you think that we would have a better chance of diverting more people into alternatives to custody, thereby reducing the prison population?

phroblemau iechyd meddwl neu broblemau'n ymwneud â chamddefnyddio cyffuriau neu alcohol, y byddai'n well iddynt gael gofal yn rhywle arall? Byddai hynny hefyd yn mynd i'r afael yn fwy effeithiol â phroblemau aildroseddu, ac yn peri bod adsefydlu priodol yn digwydd, gan leddfu'r problemau sy'n wynebu carchardai agored Cymru.

Y Prif Weinidog: Mae'n amheus gennyf a oes neb yn y Siambr hon nad yw'n credu yn yr egwyddor mai adsefydlu hynny a ellir a gostwng cyfraddau aildroseddu a ddylai fod wrth wraidd unrhyw bolisi carcharu synhwyrol a gwaraidd. Wrth dderbyn bod rhaid anfon rhai pobl i garchar, os na ddylai pobl fod yno oherwydd bod lleoedd eraill gwell ar gael, dylid troi at y dewisiadau eraill hynny. Efallai y byddwn yn troi atynt yn awr, gan nad oes dim lle ar ôl yn y carchardai yn y bôn. Pan ddeuthum yn Aelod Seneddol am y tro cyntaf, 19 blynedd yn ôl, yr oedd poblogaeth y carchardai yn gostwng dan Ken Clarke, a oedd yn Ysgrifennydd Gwladol ar y pryd. Pan benodwyd ef yn Ganghellor y Trysorlys, a phan ddaeth Michael Howard yn Ysgrifennydd Gwladol, dechreuodd poblogaeth y carchardai godi, a chodi y mae byth ers hynny—o 44,000 i'r ffigur presennol o 80,000. Er ein bod wedi mynd o 44,000 i 80,000, mae'r carchardai'n llawn o hyd, ac os adeiledir rhagor, buan iawn y bydd y rheini'n llenwi hefyd. Mae bron â bod yn debyg i fwydo'r colomennod yn Sgwâr Trafalgar.

Leanne Wood: Yr wyf finnau hefyd yn bryderus ynglŷn â'r argyfwng hwn yn ymwneud â gorlenwi'r carchardai. Yr ydym yn gwybod yn awr y bydd celloedd mewn gorsafoddedd heddlu yn cael eu defnyddio i gadw carcharorion ac, felly, i bob diben, bydd swyddogion yr heddlu'n cael eu defnyddio fel swyddogion carchar. Mae'r Ceidwadwyr yn honni eu bod yn bryderus ynghylch hyn, ond, pe baent yn cael gwneud fel y mynnent, yr wyf yn sicr y byddai carchar agored Prescoed yn cael ei gau, ac y byddai'r argyfwng yn fwy difrifol byth. Yr wyf yn ymwybodol nad yw'r materion hyn wedi eu datganoli, ac yr wyf yn falch o'ch clywed yn dweud bod eich Gweinidog dros gyfiawnder cymdeithasol wedi ysgrifennu llythyr ynghylch hyn. Fodd bynnag, beth arall y gallech ei wneud i sicrhau na fydd yr heddlu heb ddigon o adnoddau yn ein

cymunedau? Pe byddai'r gwasanaeth prawf yn cael ei ddatganoli, a gredwch y byddai gennym well siawns o ailgyfeirio mwy o bobl i ddewisiadau eraill heblaw'r ddalfa, a gostwng poblogaeth y carchardai yn sgîl hynny?

The First Minister: It is not for me to answer about Tory policy on open prisons, but, as far as I know, Prescoed always has been and will continue to be an open prison. It is not the only one in Britain. However, it is just a question of the new policy that was introduced in 2003, I think, when, on recommendation from the parole board and after suitable treatment or assessment at HMP Usk, which is a closed prison a few miles away, sex offenders could be transferred to Prescoed for the final year of their sentence. It is that policy that has caused serious concern in the area.

It is unfortunate when prisons become full and you use police cells instead of prison cells, because that diverts the police from their urgent front-line duties. In addition, the range of services available in prison is not available in police cells, so there is no chance of offering education or rehabilitation to prisoners held in police cells. That is why Edwina has written to that effect this morning to Tony McNulty.

The Leader of the Welsh Liberal Democrat Group (Michael German): I recently visited Merthyr police station, and the officers were anxious to show me their new cells, which I discovered were full. The reason for wanting the new cells was to save police time in having to travel to far away and distant places to check in their prisoners. If those cells are to be used for prisoners, surely further police time will be wasted in travelling, because they will have to take prisoners elsewhere. I visited in the middle of the afternoon, not at a weekend or at night, and the cells were full of prisoners that the police had brought in. What assurance can you give that the police will not be put under additional strain in having to take prisoners

Y Prif Weinidog: Nid fy lle i yw ymateb ynghylch polisïau'r Ceidwadwyr ynglŷn â charchardai agored, ond, hyd y gwn, mae Prescoed wedi bod yn garchar agored erioed, a dyna sut y bydd hi. Nid hwn yw'r unig un ym Mhrydain. Fodd bynnag, mae a wnelo â'r polisi newydd a gyflwynwyd yn 2003, fe gredaf, y gellid trosglwyddo troseddwr rhyw—ar ôl argymhelliad gan y bwrdd parôl, ac ar ôl cael triniaeth neu asesiad addas yng Ngharchar Ei Mawrhydi Brynbuga, sy'n garchar caeedig ychydig filltiroedd i ffwrdd—i Brescoed ar gyfer blwyddyn olaf eu dedfryd. Y polisi hwnnw sydd wedi achosi pryder difrifol yn yr ardal.

Mae'n anffodus pan fo carchardai'n llenwi a phan fydd celloedd mewn gorsafoedd heddlu yn hytrach na chelloedd mewn carchardai yn cael eu defnyddio, gan fod hynny'n dargyfeirio'r heddlu oddi wrth eu prif ddyletswyddau. Yn ogystal â hyn, nid yw'r amrywiaeth o wasanaethau sydd ar gael mewn carchardai ar gael yn y celloedd a geir mewn gorsafoedd heddlu, felly nid oes gobaith y gellir cynnig addysg neu adsefydlu i garcharorion sy'n cael eu dal mewn celloedd yng ngorsafoedd yr heddlu. Dyna pam mae Edwina Hart wedi ysgrifennu at Tony McNulty i'r perwyl hwnnw y bore yma.

Arweinydd Grŵp Democratiaid Rhyddfrydol Cymru (Michael German): Ymwelais â gorsaf heddlu Merthyr yn ddiweddar, ac yr oedd swyddogion yr heddlu yn awyddus i ddangos eu celloedd newydd i mi. Yr oeddent yn llawn. Y rheswm dros fod eisiau celloedd newydd oedd er mwyn arbed amser i'r heddlu, rhag eu bod yn gorfod teithio'n bell er mwyn rhoi eu carcharorion yn y ddalfa. Os defnyddir y celloedd hynny ar gyfer carcharorion, oni fydd yr heddlu'n gwastraffu mwy o amser wrth deithio, gan y bydd angen iddynt fynd â'u carcharorion i leoedd eraill? Yng nghanol y prynhawn y bûm yn ymweld â'r orsaf, nid yn ystod y penwythnos nac yn ystod y nos, ac yr oedd y celloedd yn llawn o garcharorion a oedd wedi

elsewhere, because there is no room in the police cells as they will have prisoners from prisons housed there?

cael eu dwyn i mewn gan yr heddlu. Pa sicrwydd y gallwch ei roi na fydd straen ychwanegol yn cael ei roi ar yr heddlu wrth iddynt orfod cludo troseddwr i leoedd eraill, gan nad oes lle iddynt yng nghelloedd yr heddlu am y bydd carcharorion o garchardai'n cael eu cadw yno?

2.10 p.m.

The First Minister: You are paraphrasing the terms of the letter that Edwina Hart sent to Tony McNulty this morning, asking for an assurance that police officers will not be diverted from their front-line duties to supervise prisoners in cells. Edwina has made that very point, because it causes a stress and a strain and a diversion from their appropriate duties: police officers are not prison officers, and if they have to act as prison officers, they cannot carry out their policing duties. If you are short of a few bob, and need to pay for your holiday, a few days' overtime might be handy, but the stress of doing that shows up quickly in reduced police performance, so it is not to be recommended. That is why we are seeking those assurances.

Y Prif Weinidog: Yr ydych yn aralleirio'r llythyr a anfonodd Edwina Hart at Tony McNulty y bore yma, yn gofyn am sicrwydd na fydd swyddogion yr heddlu'n cael eu dargyfeirio oddi wrth eu prif ddyletswyddau er mwyn goruchwyllo carcharorion mewn celloedd. Mae Edwina wedi gwneud yr union bwynt hwnnw, gan fod hynny'n achosi straen ac yn tynnu eu sylw oddi ar eu dyletswyddau priodol; nid swyddogion carchardai yw swyddogion yr heddlu, ac os bydd angen iddynt fod yn swyddogion carchardai, ni allant fwrw ymlaen â'u dyletswyddau fel heddlu. Os oes angen ychydig o arian arnoch, ac angen talu am eich gwyliau, gallai gweithio oriau ychwanegol fod yn ddefnyddiol, ond bydd y straen wrth wneud hynny i'w weld yn fuan wrth i berfformiad yr heddlu waethygu, felly nid yw hyn yn beth doeth. Dyna pam yr ydym yn gofyn am sicrwydd yn hyn o beth.

Michael German: I am grateful for that answer, First Minister. Perhaps we could turn to another aspect of overcrowding in prisons, which is the reoffending rate. It is now becoming increasingly obvious that appropriate qualifications cannot be obtained in the trades and skills in which most prisoners are trained, because on-the-job training is required, which cannot be done in prison. Have you and your Ministers had any discussions with HM Prison Service and the probation service about providing a qualification for prisoners in Wales, which is necessary to get them into the job market? Reoffending rates are very high and, presumably, if we could reduce those by getting people into meaningful work when they leave prison, we would be in a much better situation, and would not have all this nonsense about using police cells for prisoners.

Michael German: Yr wyf yn ddiolchgar ichi am yr ateb hwnnw, Brif Weinidog. Efallai y gallwn edrych ar agwedd arall yn ymwneud â gorlenwi mewn carchardai, sef y gyfradd aildroseddu. Erbyn hyn, mae'n dod yn fwyfwy amlwg na ellir cael cymwysterau priodol yn y crefftiau a'r sgiliau y bydd y rhan fwyaf o garcharorion yn cael eu hyfforddi i'w gwneud, oherwydd bod angen hyfforddiant ymarferol, ac ni ellir gwneud hyn yn y carchar. A ydych chi a'ch Gweinidogion wedi cynnal trafodaethau â Gwasanaeth Carchar Ei Mawrhydi a'r gwasanaeth prawf ynghylch darparu cymhwyster i garcharorion yng Nghymru, sy'n angenrheidiol er mwyn iddynt gael lle yn y farchnad swyddi? Mae cyfraddau aildroseddu yn uchel iawn a, gellir tybio, pe byddem yn gallu gostwng y rheini drwy gael gwaith ystyrion i bobl pan fyddant yn gadael y carchar, y byddem mewn gwell sefyllfa o lawer, ac ni fyddai dim lol ynghylch defnyddio celloedd mewn gorsafedd heddlu ar gyfer carcharorion.

The First Minister: Those two do not fit together, really. However, during a prison sentence, there should be maximum provision—although I believe that it has to be undertaken voluntarily—for prisoners to learn a useful trade so that when they come out they have a better chance of accessing the job market. The consequences of that for reduced reoffending would be evident to anyone. However, the difficulty of providing that when you have 80,000 prisoners, compared with, say, 45,000 in 1990, is also evident: you have to have twice as many workshops. Also, many short sentences do not permit useful training in carpentry or other trades that might reduce reoffending when those prisoners are released.

Michael German: I have been working with HM Prison Service on this major problem and it tells me that the problem is that you cannot get on-the-job experience if you want to study plastering, bricklaying or plumbing in prison—you have to get that outside. There would be a role for the National Assembly to provide appropriate qualifications, because you cannot get qualifications in these trades in prison at the moment, because you cannot do the on-the-job training. That work needs to be continued outside the prison walls. Have your Ministers considered whether the range of qualifications that we have on offer, and the work experience that is made available, can be improved, and whether we can ensure appropriate qualifications in the Welsh qualifications framework?

The First Minister: You may be over-egging this a bit, Mike, in that you do not have to have completed a City and Guilds qualification or whatever. As long as you have at least done the off-the-job training, in so far as you can, you could then be exempt for six months, 12 months or 18 months, or whatever it might be, when you are on the outside and can get the qualifications on an actual building site. I am not sure that this is quite as sharply an either/or situation as you have described it. However, I will ask Edwina Hart and Jane Davidson, as the person responsible for trade qualifications, to

Y Prif Weinidog: Nid yw'r ddau bwynt hynny'n cyd-fynd, mewn gwirionedd. Fodd bynnag, yn ystod dedfryd o garchar, dylai fod darpariaeth hollol ddigonol—er bod rhaid cyflawni hyn yn wirfoddol yn fy marn i—i garcharorion ddysgu crefft ddefnyddiol fel bod ganddynt well siawns o gael mynediad i'r farchnad waith pan fyddant yn dod allan. Byddai canlyniadau hynny o ran lleihau aildroeddu yn amlwg i unrhyw un. Fodd bynnag, pan fo gennych 80,000 o garcharorion, o'i gymharu â 45,000 yn 1990, dyweder, mae'n amlwg pa mor anodd yw gwireddu hynny; mae gofyn bod gennych gymaint ddwywaith o weithdai. Hefyd, nid yw llawer o ddedfrydau byr yn caniatáu hyfforddiant defnyddiol mewn gwaith coed neu grefft arall a allai leihau aildroeddu pan fydd carcharorion yn cael eu rhyddhau.

Michael German: Yr wyf wedi bod yn gweithio ar y broblem fawr hon gyda Gwasanaeth Carchardai Ei Mawrhydi a dywed wrthyf mai'r broblem yw na ellir cael profiad ymarferol os ydych yn dymuno astudio plastro, gosod brics neu wneud gwaith plymwr yn y carchar—rhaid ichi gael hynny y tu allan. Gallai'r Cynulliad Cenedlaethol ddarparu cymwysterau addas, oherwydd ni allwch ennill cymwysterau yn y crefftau hyn yn y carchar ar hyn o bryd, gan na allwch gael hyfforddiant ymarferol. Rhaid dal ati â'r gwaith hwnnw y tu allan i furiau'r carchar. A yw eich Gweinidogion wedi ystyried a ellir gwella'r amrywiaeth o gymwysterau y gallwn eu cynnig, a'r profiad gwaith sydd ar gael, ac a allwn sicrhau cymwysterau priodol yn fframwaith cymwysterau Cymru?

Y Prif Weinidog: Efallai eich bod yn gorddweud hyn braidd, Mike, gan nad oes gofyn eich bod wedi cwblhau cymhwyster City and Guilds, neu beth bynnag y bo. Cyn belled â'ch bod o leiaf wedi gwneud yr hyfforddiant heb gael y profiad ymarferol, gallech gael eich esgusodi am chwe mis, 12 mis neu 18 mis, neu faint bynnag y bo, pan fyddwch y tu allan a gallwch ennill y cymwysterau ar y safle adeiladu ei hun. Nid wyf yn sicr a oes dwy ochr mor amlwg i'r sefyllfa hon ag y dywedasoeh chi. Fodd bynnag, gofynnaf i Edwina Hart a Jane Davidson, fel y sawl sy'n gyfrifol am gymwysterau ym myd gwaith,

look into this matter and to write to you.

edrych ar y mater ac ysgrifennu atoch.

Polisiâu sy'n Gyfeillgar i'r Amgylchedd Environmentally Friendly Policies

Q3 Mick Bates: Will the First Minister make a statement on encouraging supermarkets to adopt environmentally friendly policies? OAQ1904(FM)

The First Minister: We work closely with other devolved administrations, the Department for Environment, Food and Rural Affairs and the Department of Trade and Industry, and we sponsor UK-wide bodies such as the Waste and Resources Action Programme to influence UK legislation and the retail industry, so as to reduce packaging, to improve the use of recyclable packaging materials and to reduce food miles.

Mick Bates: That is commendable. I would go further, as I think that we would all agree that Welsh farmers' reputation for producing high quality food in an environmentally friendly way is second to none. However, many Welsh dairy farmers think that supermarkets are environmentally unfriendly when it comes to putting many of their fellow dairy farmers out of business—three per week. In your opinion, is this the result of unfair trading by supermarkets? Furthermore, how do you reconcile your Government's duty to promote sustainable development with the decline of such a vital part of our rural economy?

The First Minister: We have had this question on many occasions during the past five, six or even seven years—as though we have the power over the market price of milk. Carwyn Jones, previous Ministers responsible for the brief and I have all responded to this, and, if there are two things over which we have no control, one is the birth rate and the other is the market price of milk. In trying to get supermarkets to reduce food miles, we hope that those in Wales will be selling Welsh milk, as that gives a reasonable opportunity to minimise transport costs and wasted food miles, and to satisfy consumers in Wales. By and large, they

C3 Mick Bates: A wnaiff y Prif Weinidog ddatganiad am annog archfarchnadoedd i fabwysiadu polisiâu sy'n gyfeillgar i'r amgylchedd? OAQ1904(FM)

Y Prif Weinidog: Yr ydym yn gweithio'n agos â gweinyddiaethau datganoledig eraill, Adran yr Amgylchedd, Bwyd a Materion Gwledig a'r Adran Masnach a Diwydiant, yr ydym yn noddi cyrff ledled y DU megis Rhaglen Weithredu'r Cynllun Gwastraff ac Adnoddau er mwyn dylanwadu ar ddeddfwriaeth y DU a'r diwydiant manwerthu er mwyn ceisio lleihau pecynnu, gwella'r defnydd a wneir o ddeunyddiau pecynnu y gellir eu hailgylchu a lleihau milltiroedd bwyd.

Mick Bates: Mae hynny'n glodwiw. Byddwn i'n mynd ymhellach, gan y credaf y byddai pawb ohonom yn cytuno bod enw da ffermwyr Cymru am gynhyrchu bwyd o ansawdd da mewn modd eco-gyfeillgar yn ddiguro. Fodd bynnag, mae llawer o ffermwyr llaeth Cymru'n meddwl bod archfarchnadoedd yn angharedig i'r amgylchedd o ran gyrru llawer o'u cydfffermwyr llaeth allan o fusnes—tri bob wythnos. Yn eich barn chi, ai canlyniad masnachu annheg gan archfarchnadoedd yw hyn? At hynny, sut yr ydych yn cysoni dyletswydd eich Llywodraeth i hybu datblygu cynaliadwy â dirywiad rhan mor hanfodol o'n heconomi wledig?

Y Prif Weinidog: Yr ydym wedi cael y cwestiwn hwn ar sawl achlysur yn ystod y pump, chwech neu hyd yn oed saith mlynedd diwethaf—fel pe bai gennym ni'r grym dros bris llaeth ar y farchnad. Mae Carwyn Jones, Gweinidogion blaenorol a fu'n gyfrifol am y briff a minnau i gyd wedi ymateb i hyn, ac, os oes dau beth nad oes gennym ddim rheolaeth drostynt, y gyfradd enedigaethau yw un a phris llaeth ar y farchnad yw'r llall. Wrth geisio cael gan archfarchnadoedd leihau milltiroedd bwyd, gobeithiwn y bydd y rhai sydd yng Nghymru'n gwerthu llaeth Cymru, gan fod hynny'n rhoi cyfle rhesymol i ostwng costau cludiant a milltiroedd bwyd

would far prefer to buy Welsh milk, because they know that it is probably fresher than milk that has come from elsewhere.

Val Lloyd: An excellent example of an environmentally friendly policy is Fairtrade. One aspect of the Fairtrade marque is that producers are required continually to increase their environmental sustainability. Goods are therefore produced in a way that does not adversely affect communities or the environment. Is the Welsh Assembly Government doing anything to encourage Welsh supermarkets to market Fairtrade products?

The First Minister: Trying to get Wales to become the first fair-trade country is part of the three or four main pillars of the international sustainable development strategy, which I announced last week. If we can achieve that, by implication, local authorities, supermarkets with big investments in Wales, and other shopping chains and individual shops will adopt fair-trade principles and display as much fair-trade produce as possible. It is then up to us, as consumers, to purchase those products in the knowledge that the bulk of the profits from those fair-trade goods goes to ethical producers in whatever continent.

Alun Ffred Jones: A wnewch chi ymuno â mi wrth longyfarch Hufenfa De Arfon ar ei llwyddiant i gael contract gyda lleoedd bwyta Marks and Spencer, oherwydd ansawdd ei chynnyrch? Yn ogystal, gan ddilyn trywydd Mick Bates, a ydych yn credu ein bod wedi cyrraedd pwynt lle y bydd rhaid deddfu i geisio torri crib yr archfarchnadoedd a'u galluoedd monopolistaidd?

Y Prif Weinidog: Yr wyf yn falch o glywed y gall elfen o newyddion da ddod o du ymholwyr Plaid Cymru—cawn ychydig ohono weithiau. Fodd bynnag, rhaid inni ddatlu ar y cyd pan fydd y clod a'r ganmoliaeth yn deilwng o Hufenfa De Arfon a chynhyrchwyr eraill Cymru wrth gwrs sydd wedi gwneud yn dda, er gwaethaf maint a chryfder y prynwyr, sef yr archfarchnadoedd

gwastraffus, a bodloni prynwyr yng Nghymru. Ar y cyfan, byddai'n llawer gwell ganddynt brynu llaeth o Gymru, oherwydd gwyddant ei fod yn debygol o fod yn fwy ffres na llaeth sydd wedi dod o rywle arall.

Val Lloyd: Enghraifft ragorol o bolisi eco-gyfeillgar yw Masnach Deg. Un agwedd ar bolisi Masnach Deg yw ei bod yn ofynnol i gynhyrchwyr gynyddu eu cynaliadwyedd amgylcheddol yn barhaus. Felly cynhyrchir nwyddau mewn ffordd nad yw'n cael effaith wael ar gymunedau na'r amgylchedd. A ydyw Llywodraeth Cynulliad Cymru'n gwneud unrhyw beth i annog archfarchnadoedd Cymru i farchnata nwyddau Masnach Deg?

Y Prif Weinidog: Mae ceisio cael Cymru i fod yn wlad masnach deg gyntaf yn rhan o dri neu bedwar prif biler y strategaeth ryngwladol ar gyfer datblygu cynaliadwy, a gyhoeddais yr wythnos diwethaf. Os gallwn gyflawni hynny, bydd yn golygu bod awdurdodau lleol, archfarchnadoedd sydd â buddsoddiadau mawr yng Nghymru, a chadwynau siopau a siopau unigol eraill yn arddel egwyddorion masnach deg ac yn arddangos cymaint o gynnyrch masnach deg ag sy'n bosibl. Mater i ni wedyn, fel cwsmeriaid, yw prynu'r nwyddau hynny gan wybod bod y rhan fwyaf o'r elw oddi wrth y nwyddau masnach deg hynny'n mynd i gynhyrchwyr egwyddorol ym mha gyfandir bynnag.

Alun Ffred Jones: Will you join me in congratulating South Caernarfon Creameries on its success in securing a contract with Marks and Spencer cafes, given the quality of its produce? In addition, following what Mick Bates said, do you think that we have reached the point where we need legislation to curb the activities of supermarkets with their monopolistic tendencies?

The First Minister: I am pleased to hear that an element of good news can come from the Plaid Cymru side—we do get a little of that sometimes. However, we must celebrate together when the praise and commendation are so deserving, as in the case of South Caernarfon Creameries and of course other producers in Wales, who have done well despite the size and power of the buyers,

mawr fel Tesco, Sainsbury, Asda ac ati. Mae'n siŵr bod o leiaf ddwsin o gynhyrchwyr, megis Hufenfa Rachel ger Aberystwyth a Hufenfa De Arfon ac ati wedi dod o hyd i ffordd nid o goncro, ond o daro borgen deg â'r archfarchnadoedd. Rhaid inni ddathlu hynny.

Lorraine Barrett: Given our addiction to plastic bags in this country, will you join me in congratulating what I think is the major supermarket in the country, the Co-op shops, on using biodegradable bags rather than the plastic bags that we usually get elsewhere?

The First Minister: Biodegradable plastic bags would be a major step forward. I do not think that the Co-op is the only chain to introduce them—I think that there is another, which I will not bother mentioning this afternoon, but which has certainly taken a big step forward in organising the use of biodegradable packaging. That saves a great deal of landfill space and may avert the need to consider the Irish method of solving the problem, which is to put a tax on plastic bags, because if you are shopping and you have forgotten your plastic bag, that can be difficult. The alternative is to make sure that the plastic material, whether bags or packaging, is biodegradable, and that you can put it on your compost heap at home, along with your waste food material, and get good compost from it a year afterwards.

2.20 p.m.

Brynle Williams: In Wales, there are already companies that specialise in the recovery of energy from food waste, in line with animal by-products legislation. I believe that somewhere in excess of 600,000 tonnes presently goes to landfill. How is the Welsh Assembly Government using its influence over major supermarkets in Wales to increase energy recovery from food waste and to reduce the volume that goes to landfill?

The First Minister: I am not aware of any current proposals in Wales to invest in, let us say, a mini-power station using waste food to

namely large supermarkets like Tesco, Sainsbury, Asda and so on. It seems that at least a dozen producers, such as Rachel's Dairy near Aberystwyth and South Caernarfon Creameries and so on have found a way not to conquer but to strike a fair deal with the supermarkets. We must be pleased about that.

Lorraine Barrett: A ninnau mor gaeth i fagiau plastig yn y wlad hon, a wnewch ymuno â mi i longyfarch yr archfarchnad fwyaf yn y wlad, yr wyf yn credu, sef siopau'r Co-op, ar ddefnyddio bagiau bioddiraddiadwy yn hytrach na'r bagiau plastig a gawn fel arfer mewn manau eraill?

Y Prif Weinidog: Byddai bagiau plastig bioddiraddiadwy'n gam mawr ymlaen. Nid wyf yn meddwl mai'r Co-op yw'r unig gadwyn i'w cyflwyno—yr wyf yn credu bod un arall, na wnafr ddrfferthu ei chrybwyll y prynhawn yma, ond sydd yn sicr wedi cymryd cam mawr ymlaen wrth drefnu i ddefnyddio pecynnau bioddiraddiadwy. Mae hynny'n arbed llawer iawn o le tirlenwi a gall ein helpu i osgoi'r angen i ystyried dull Iwerddon o ddatrys y broblem, sef gosod treth ar fagiau plastig, oherwydd os ydych yn siopa a'ch bod wedi anghofio'ch bag plastig, gall hynny fod yn anodd. Y dewis arall yw gwneud yn siŵr bod y deunydd plastig, boed yn fagiau neu becynnau, yn fioddiraddiadwy, ac y gallwch ei roi ar eich tomen gompost gartref, ynghyd â'ch bwyd gwastraff, a chael compost da ohono flwyddyn yn ddiweddarach.

Brynle Williams: Yng Nghymru, mae yma eisoes gwmnïau sydd yn arbenigo mewn adennill ynni o fwyd gwastraff, yn unol ag is-ddeddfwriaeth sgîl-gynhyrchion anifeiliaid. Credaf fod dros 600,000 tunnell yn mynd i safleoedd tirlenwi ar hyn o bryd. Sut y mae Llywodraeth Cynulliad Cymru'n defnyddio'i dylanwad dros archfarchnadoedd mawr yng Nghymru i sicrhau mwy o adennill ynni o fwyd gwastraff, ac i leihau'r swmp a aiff i safleoedd tirlenwi?

Y Prif Weinidog: Nid wyf yn ymwybodol o gynigion yng Nghymru ar hyn o bryd i fuddsoddi mewn pwerdy bach, dyweder, a

create energy from waste, or a biogas digester for a composting scheme that produces methane. There was a scheme on the stocks in Cardiff some time ago, but it never transpired. Improving our energy from the waste quotient in Wales would be a major step forward. Methane is a particularly pernicious greenhouse gas. If it can be generated, captured and turned into useful energy through a biodigester for waste food, for instance, that is not only good in reducing landfill and for the management of landfill sites, but it saves on a particularly difficult to handle greenhouse gas.

fyddai'n defnyddio bwyd gwastraff i greu ynni o wastraff, neu dreulydd bionwy ar gyfer cynllun compostio sy'n cynhyrchu methan. Yr oedd cynllun ar y gweill yng Nghaerdydd ychydig yn ôl, ond ni wireddwyd hynny. Byddai cynyddu'r ynni a gawn o wastraff yng Nghymru'n gam mawr ymlaen. Mae methan yn nwy tŷ gwydr arbennig o niweidiol. Os gellir ei gynhyrchu, ei ddal a'i droi'n ynni defnyddiol drwy fiodreulydd bwyd gwastraff, er enghraifft, mae hynny'n dda nid yn unig o ran lleihau deunydd tirlenwi a rheolaeth safleoedd tirlenwi, ond hefyd o ran arbed nwy tŷ gwydr sy'n arbennig o anodd ei drin.

Datblygu System Drafndiaeth Gynaliadwy Developing a Sustainable Transport System

Q4 Kirsty Williams: Will the First Minister make a statement on the importance of rail as part of developing a sustainable transport system in Wales? OAQ1902(FM)

C4 Kirsty Williams: A wnaiff y Prif Weinidog ddatganiad am bwysigrwydd rheilffyrdd fel rhan o ddatblygu system drafndiaeth gynaliadwy yng Nghymru? OAQ1902(FM)

The First Minister: The Assembly Government now manages the Wales and borders railway franchise operated by Arriva Trains Wales. The Assembly Government has a forward investment programme with it for the railway in Wales. Network Rail has commenced a £400 million investment in renewing the track and signalling between Newport and Port Talbot.

Y Prif Weinidog: Mae Llywodraeth y Cynulliad bellach yn rheoli trwydded reilffordd Cymru a'r Gororau a weithredir gan Drenau Arriva Cymru. Mae gan Lywodraeth y Cynulliad raglen flaenfuddsoddi gyda'r cwmni ar gyfer y rheilffordd yng Nghymru. Mae Network Rail wedi dechrau buddsoddi £400 miliwn mewn adnewyddu'r lein a'r signalau rhwng Casnewydd a Phort Talbot.

Kirsty Williams: Do you not agree that if we are to encourage more people in mid and west Wales to use trains, we will need to address the line capacity issues between Gowerton and Llanelli via the Loughor viaduct? Therefore, do you not agree that it is a matter of regret that your Minister with responsibility for transport has chosen not to invest in this part of the rail infrastructure and, therefore, people in that part of Wales cannot enjoy an opportunity to travel in this more sustainable way?

Kirsty Williams: Oni chytunwch, os ydym am annog mwy o bobl yn y canolbarth a'r gorllewin i ddefnyddio trenau, y bydd angen inni roi sylw i gwestiynau'n ymwneud â chapasiti'r rheilffordd rhwng Tre-gŵyr a Llanelli dros draphont Lluchwr? Felly, oni chytunwch ei fod yn destun gofid fod eich Gweinidog sydd â chyfrifoldeb dros drafndiaeth wedi dewis peidio â buddsoddi yn y rhan hon o seilwaith y rheilffyrdd ac, felly, na all pobl yn y rhan honno o Gymru fwynhau cyfle i deithio yn y modd mwy cynaliadwy hwn?

The First Minister: In June of this year, we announced funding for extra capacity during the week on the Cambrian line and at weekends on the Heart of Wales line. However, in terms of your particular point

Y Prif Weinidog: Ym Mehefin eleni, cyhoeddassom gyllid ar capasiti ychwanegol yn ystod yr wythnos ar reilffordd y Cambrian ac ar benwythnosau ar reilffordd Calon Cymru. Fodd bynnag, o ran eich pwynt

about the Loughor viaduct, I will ask Andrew Davies to write to you about it.

Jeff Cuthbert: I am sure that we all agree that it is crucial that we help to break off the love affair that people have with the car, and encourage them onto public transport. In many respects, there is no better system than the railways for this purpose. Therefore, do you agree that the work that is being done on the Rhymney valley line to enhance the signalling infrastructure, together with the plans to lengthen stations so that they can take six cars and to have a new station at Energlyn in Caerphilly, plus the negotiations that must go on with Cardiff County Council to remove the bottleneck at Cardiff Queen Street station, will ensure that, in the not-too-distant future, the Rhymney valley line will be a first-class line for commuters and those seeking to do business in Cardiff?

The First Minister: When it comes to trying to encourage a modal shift from private transport—the car—to public transport such as buses and trains, the rail network from the Valleys, Barry and the new Vale of Glamorgan line coming into Queen Street and Cardiff Central station, where there is a big concentration of office employment, offers the biggest potential shift in Wales. The big investment that is being made in the Ebbw Vale line, the Merthyr line north of Pontypridd, and the line that you mentioned north of Bargoed on the Rhymney valley line, is key to trying to ensure a bigger modal shift. You then need park-and-ride stations so that people will leave their cars at the various stations and travel in on the train, not necessarily in comfort at peak hours, but without having to sit in their cars for hours waiting at the Coryton interchange.

Janet Davies: It is more sustainable to move freight by rail and sea than by road. You probably know that one train equals 50 heavy goods vehicles. What plans do you have to put adequate port and rail facilities in place and to encourage freight to go by sea or by rail?

The First Minister: I mentioned the £400

penodol am draphont Lluchwr, gofynnaf i Andrew Davies ysgrifennu ynghylch hynny.

Jeff Cuthbert: Yr wyf yn siŵr ein bod i gyd yn cytuno ei bod yn allweddol inni helpu i ddod â'r garwriaeth sydd gan bobl gyda'r car i ben, a'u hannog i ddefnyddio cludiant cyhoeddus. Ar lawer ystyr, nid oes gwell system na'r rheilffyrdd i'r diben hwn. Felly, a gytunwch y bydd y gwaith sy'n cael ei wneud ar reilffordd cwm Rhymni i wella'r seilwaith signalau, ynghyd â'r cynlluniau i hwyhau gorsafedd fel y gallant gymryd chwe cherbyd, a chael gorsaf newydd yn Energlyn yng Nghaerffili, ynghyd â'r trafodaethau y mae'n rhaid iddynt ddigwydd gyda Chyngor Sir Caerdydd i ddileu'r dagfa yng ngorsaf Heol y Frenhines yng Nghaerdydd, yn sicrhau y bydd rheilffordd cwm Rhymni, cyn bo hir iawn, yn rheilffordd o'r radd flaenaf i gymudwyr ac i rai sydd am wneud busnes yng Nghaerdydd?

Y Prif Weinidog: O ran ceisio annog newid y modd o deithio o gludiant preifat—y car—i gludiant cyhoeddus fel bysus a threnau, mae'r rhwydwaith rheilffyrdd o'r Cymoedd, y Barri a rheilffordd newydd Bro Morgannwg a ddaw i mewn i orsaf Heol y Frenhines a gorsaf Caerdydd Canolog, lle y ceir crynodiad mawr o gyflogaeth swyddfa, yn cynnig y potensial mwyaf yng Nghymru ar gyfer newid. Mae'r buddsoddiad mawr a wneir yn rheilffordd Glynebwy, rheilffordd Merthyr i'r gogledd o Bont-y-pridd, a'r rheilffordd y soniasoch amdani i'r gogledd o Fargoed ar reilffordd cwm Rhymni, yn allweddol i geisio sicrhau mwy o newid modd. Wedyn mae angen gorsafedd parcio a theithio fel y gall pobl adael eu ceir yn yr amryfal orsafedd a theithio i mewn ar y trê, nid yn gyfforddus, efallai, ar yr oriau brig, ond heb orfod eistedd yn eu ceir am oriau'n aros yng nghyfnwidfa Coryton.

Janet Davies: Mae'n fwy cynaliadwy symud nwyddau ar reilffyrdd ac ar y môr nag ar y ffyrdd. Mae'n debyg y gwyddoch fod un trê yn cyfateb i 50 lori nwyddau trwm. Pa gynlluniau sydd gennych i sefydlu cyfleusterau digonol mewn porthladdoedd a rheilffyrdd ac annog mynd â nwyddau mewn llongau neu ar drên?

Y Prif Weinidog: Soniais am y buddsoddiad

million investment from Network Rail earlier. That is the biggest investment ever in the Welsh railway system, we believe, certainly in recent decades, and it enables that stretch of line from Port Talbot to Newport to handle stopping trains, fast trains going to London or coming from London, and freight trains, safely in greater numbers.

On persuading people to make combined use of ship and rail, I understand that £20 million in private investment is pending by a company called something like Modal Switch, just east of Cardiff, at the rail freight terminal, to provide a logistics centre there to enable containers that have come into the docks across south Wales to be stored and held there until they are ready to go on a container freight railway line through the Severn tunnel and onwards into the main markets in England and the continent.

Alun Cairns: Do you agree that more people will start using the railways if the railway stations and the infrastructure around them are much cleaner, better lit, and more accessible for cars in terms of car parks that are good value and so on? Do you accept that those need to be among the priorities for the railways in order to encourage more people out of their cars and onto trains?

The First Minister: It all has to be part of a package, I agree with you. Comfort—although you will not be comfortable at peak hours, obviously, because people will get on the trains in ever-larger numbers until they are absolutely jam-packed—safety, frequency, reliability, warmth in the winter, car parks at stations to enable people to park and ride, and the rolling stock that we expect to have available coming in, which is new to us—it is refurbished, not actually new—are all part of the package to make people leave the comfort of the car, where they have their own radio and so on, and gain access to this clearway straight through to the centre of Cardiff or Swansea and so on.

o £400 miliwn gan Network Rail yn gynharach. Dyna'r buddsoddiad mwyaf erioed yn system reilffyrdd Cymru, fe gredwn, yn sicr yn y degawdau diweddar, ac mae'n galluogi'r darn rheilffordd o Bort Talbot i Gasnewydd i gymryd trenau sy'n stopio, trenau cyflym sy'n mynd i Lundain neu'n dod o Lundain, a threnau nwyddau, yn ddiogel, mewn niferoedd mwy.

O ran perswadio pobl i ddefnyddio cyfuniad o longau a threnau, deallaf fod £20 miliwn o fuddsoddiad preifat i ddod gan gwmni ag enw fel Modal Switch, ychydig i'r dwyrain o Gaerdydd, yn nherfynfa nwyddau'r rheilffordd, i ddarparu canolfan logisteg yno fel y gall cynwysyddion sydd wedi dod i'r dociau ar draws y de gael eu storio a'u cadw yno nes eu bod yn barod i fynd ar drên cludo nwyddau drwy dwannel Hafren ac ymlaen i'r prif farchnadoedd yn Lloegr ac ar y cyfandir.

Alun Cairns: A gytunwch y gwnaiff mwy o bobl ddechrau defnyddio'r rheilffyrdd os bydd y gorsafoedd a'r seilwaith o'u cwmpas yn llawer glanach, wedi'u goleuo'n well, ac yn fwy hygyrch i geir o safbwynt meysydd parcio sydd yn rhoi gwerth am arian, ac yn y blaen? A ydych yn derbyn bod angen i'r rheini fod ymhlith y blaenoriaethau i'r rheilffyrdd er mwyn annog mwy o bobl allan o'u ceir ac i'r trenau?

Y Prif Weinidog: Mae'n rhaid i bopeth fod yn rhan o becyn, yr wyf yn cytuno â chi. Mae bod yn gyfforddus—er na fyddwch yn gyfforddus ar yr oriau brig, wrth reswm, oherwydd bydd mwy a mwy o bobl yn mynd ar y trenau hyd nes byddant dan eu sang yn gyfan gwbl—diogelwch, amllder, dibynadwyedd, cynhesrwydd yn y gaeaf, meysydd parcio yn y gorsafoedd fel y gall pobl adael y car, a'r cerbydau y disgwyliwn eu cael i mewn, sydd yn newydd i ni—maent wedi'u hadnewyddu, nid yn newydd mewn gwirionedd—mae'r rhain i gyd yn rhan o'r pecyn i wneud i bobl adael cysur eu car, lle y mae ganddynt eu radio eu hun ac yn y blaen, a chael mynediad i'r glirffordd hon yn syth drwodd i ganol Caerdydd neu Abertawe ac yn y blaen.

Camddefnyddio Sylweddau Substance Abuse

Q5 William Graham: Will the First Minister make a statement concerning the Welsh Assembly Government's policies to combat substance abuse? OAQ1907(FM)

The First Minister: It has been a key element in our policies to increase availability and access to treatment. Since the financial year 2003-04, over 5,500 additional treatment places have been created with support from the substance misuse action fund and a further 2,200 are being created under the drug intervention programme.

William Graham: A little while ago, you described life on the streets of Wales as being:

'pretty wild out there at the moment.'

One outcome of Wales's being allowed to become 'pretty wild' is that over 75 per cent of incidents involving the police and ambulance services on weekends are the result of substance abuse. Alcohol deaths have increased by 125 per cent in recent years and there remain, sadly, increasing assaults upon paramedics, police and accident and emergency staff. Can you demonstrate how your policies will address these problems?

The First Minister: I emphasise that I was not referring to all hours of the day but simply to Friday and Saturday nights. It is very pleasant out there at any time other than those two sections of the week when people go in for binge-drinking and other things, which can result in some people getting into fights, getting injured and falling over and then going to accident and emergency units, waking up half-cut and not knowing where they are and thinking that they ought to assault the various people who are trying to help them, which is a sad state of affairs and is totally unacceptable to the NHS and to all of us in the Assembly. However, it happens because that is the effect of alcohol, and

C5 William Graham: A wnaiff y Prif Weinidog ddatganiad am bolisiau Llywodraeth Cynulliad Cymru i fynd i'r afael â chamddefnyddio sylweddau? OAQ1907(FM)

Y Prif Weinidog: Elfen allweddol yn ein polisiau fu sicrhau bod mwy o driniaeth ar gael ac y gall pobl gael mynedid ati. Ers y flwyddyn ariannol 2003-04, mae dros 5,500 o leoedd triniaeth ychwanegol wedi'u creu gyda chymorth y gronfa weithredu ar gamddefnyddio sylweddau, ac mae 2,200 eto'n cael eu creu dan y rhaglen ymyriadau cyffuriau.

William Graham: Dro'n ôl, fe ddywedasoed fod bywyd ar strydoedd Cymru:

yn eithaf gwyllt ar hyn o bryd.

Un o ganlyniadau caniatáu i Gymru fynd yn 'eithaf gwyllt' yw bod dros 75 y cant o ddigwyddiadau sydd yn galw am wasanaethau'r heddlu ac ambiwlans ar benwythnosau'n ganlyniad camddefnyddio sylweddau. Mae marwolaethau oherwydd alcohol wedi cynyddu 125 y cant yn ystod y blynyddoedd diweddar a, gwaetha'r modd, mae nifer cynyddol o ymosodiadau ar bameddygon, yr heddlu a staff unedau damweiniau ac achosion brys yn digwydd o hyd. A allwch ddangos sut yr aiff eich polisiau i'r afael â'r problemau hyn?

Y Prif Weinidog: Pwysleisiaf nad oeddwn yn cyfeirio at bob awr o'r dydd, ond dim ond at nos Wener a nos Sadwrn. Mae'n braf iawn yn y strydoedd ar unrhyw adeg ar wahân i'r ddwy noson hynny pan aiff pobl ati i oryfed a phethau eraill, a all beri i rai pobl fynd i gwffio, cael eu hanafu a chwympo a mynd wedyn i unedau damweiniau ac achosion brys, cyn deffro'n hanner meddw heb wybod ble y maent, gan feddwl y dylent ymosod ar yr amryfal bobl sy'n ceisio'u helpu, sydd yn sefyllfa drist a chwbl annerbyniol i'r GIG ac i bawb ohonom yn y Cynulliad. Fodd bynnag, mae'n digwydd am mai dyna yw effaith alcohol, ac yn enwedig cyfuniadau o alcohol a chyffuriau. Pe bawn wedi trosi'r ffigurau a

especially alcohol and drug cocktails. If I had converted the figures that I gave earlier into financial form, they would probably show something akin to a 90 per cent increase in funding for these two categories of expenditure over the past three years in order to ensure that we have a method in place. However, it requires people to be willing to recognise their own problems; we cannot drag people onto these programmes but, on the other hand, the capacity is there for everybody who wants to avail themselves of a way of getting away from an over-dependence on alcohol and drugs.

Janice Gregory: Of course, First Minister, you are correct: the Labour Welsh Assembly Government has put forward several policies, which are attempting to tackle the scourge of drug and alcohol misuse, one of which was officially launched by the Minister for Social Justice and Regeneration recently in this building, namely DAN 24/7, which is the first all-Wales drug and alcohol helpline. Do you agree that this is not just an excellent resource for substance misusers, in that it also offers much-needed support and an advice structure for substance misusers and their families? The families of substance misusers often feel the most helpless and detached in these circumstances.

2.30 p.m.

The First Minister: That is true. Supporting families to enable them to support members of their families who are either in danger of killing themselves through overdependence on drugs and alcohol, or have perhaps recognised that they have a problem and want to do something about it, is key to our policy. Family support is usually crucial in terms of making the big decision to say, 'Okay, my liver will collapse next year; I had better stop drinking now, but I need help to get off my chemical dependence on drugs or alcohol'. Having the support of your family at such a crucial moment is incredibly important.

Janet Ryder: An extremely effective programme, 'Don't Touch—Tell!', is run in

roddais yn gynharach i ffurf ariannol, mae'n debyg y dangosent rywbeth tebyg i gynnydd o 90 y cant yn y cyllid ar gyfer y ddau gategori gwariant hyn dros y tair blynedd diwethaf er mwyn sicrhau bod gennym system ar waith. Fodd bynnag, mae gofyn i bobl fod yn fodlon cydnabod eu problemau eu hunain; ni allwn orfodi pobl i fynd ar y rhaglenni hyn ond, ar y llaw arall, mae'r ddarpariaeth yno i bawb sydd am fanteisio ar ffordd o ddianc oddi wrth orddibyniaeth ar alcohol a chyffuriau.

Janice Gregory: Wrth gwrs, Brif Weinidog, yr ydych yn gywir: mae Llywodraeth Lafur Cynulliad Cymru wedi cyflwyno sawl polisi, sy'n ceisio mynd i'r afael â phla camddefnyddio cyffuriau ac alcohol, a lansiwyd un ohonynt yn swyddogol gan y Gweinidog dros Gyfiawnder Cymdeithasol ac Adfywio yn ddiweddar yn yr adeilad hwn, sef DAN 24/7, llinell gymorth cyffuriau ac alcohol gyntaf Cymru gyfan. A ydych yn cytuno nad dim ond adnodd ardderchog yw hyn i gamddefnyddwyr sylweddau, gan ei fod hefyd yn cynnig cymorth y mae gwir angen amdano a strwythur cyngor i gamddefnyddwyr sylweddau a'u teuluoedd? Yn aml, teuluoedd camddefnyddwyr sylweddau sy'n teimlo'n fwyaf diymadferth ac unig yn yr amgylchiadau hyn.

Y Prif Weinidog: Mae hynny'n wir. Mae cefnogi teuluoedd i'w galluogi i gefnogi aelodau o'u teuluoedd sydd naill ai mewn perygl o'u lladd eu hunain drwy orddibyniaeth ar gyffuriau ac alcohol, neu sydd o bosibl wedi cydnabod bod problem ganddynt ac yn dymuno gwneud rhywbeth amdani, yn allweddol i'n polisi. Fel arfer, mae cefnogaeth teulu'n hollbwysig o ran gwneud y penderfyniad mawr o ddweud, 'Iawn, bydd fy iau'n methu y flwyddyn nesaf; gwell imi stopio yfed yn awr, ond mae arnaf angen cymorth i feistrolï fy nibyniaeth gemegol ar gyffuriau neu alcohol'. Mae cael cefnogaeth eich teulu ar adeg mor dyngedfennol yn anhygoel o bwysig.

Janet Ryder: Mae rhaglen hynod o effeithiol, 'Paid Cyffwrdd—Dwed!', yn y

north Wales among very young children, to educate them about the danger of drugs, both legal and illegal, and how to react if they ever come across them. I raised the subject of 'Don't Touch—Tell!', run by Cais Ltd, the north Wales drug and alcohol misuse agency, with the Minister for Social Justice and Regeneration on 5 July, when she agreed that it sounded like a good programme and that she would take it on board and consider it with her officials. Unfortunately, since then, no-one has been in touch with Cais. Could you find out how the Minister for Social Justice and Regeneration has taken this on board and how she is considering it, because the people from Cais and the people in north Wales would like this effective programme to be rolled out?

The First Minister: I am given to understand that the facts, as you state them, are incorrect. I will write to you, or I will get Edwina Hart to write to you. I am a great admirer of the work that Cais has done over the many years that I have been familiar with the key people in that organisation. It has done a remarkable job along the north Wales coast and in Wrexham.

Peter Black: We have already heard about the problems in some prisons, but 70 per cent of prisoners have substance misuse problems. When they come out, they often lack the support and help that they need to get rid of the substance misuse habit. What is your Government doing to try to improve the level of support for ex-prisoners, not only to help them, but to prevent them from re-offending?

The First Minister: The point that you make about substance misuse is well-known. People often do not realise how common it is for prisoners to have a mental health problem, a drug and alcohol abuse and dependency problem or a serious lack of basic skills—they frequently lack any kind of literacy. Therefore, you can see the need for correction in terms of all three of those things. Such support would be a useful form of rehabilitation and an opportunity for them to avoid re-offending when they come out.

gogledd gyda phlant ifanc iawn, i'w haddysgu ynglŷn â pherygl cyffuriau, rhai cyfreithlon ac anghyfreithlon, a sut i ymateb os byddant yn dod o hyd i rai. Codais fater 'Paid Cyffwrdd—Dwed!', a redir gan Cais Ltd, asiantaeth camddefnyddio cyffuriau ac alcohol gogledd Cymru, gyda'r Gweinidog dros Gyfiawnder Cymdeithasol ac Adfywio ar 5 Gorffennaf, a chytunodd ei bod i bob golwg yn rhaglen dda ac y byddai'n ei chadw mewn cof a'i hystyried gyda'i swyddogion. Yn anffodus, ers hynny, nid oes neb wedi cysylltu â Cais. A allech holi sut y mae'r Gweinidog dros Gyfiawnder Cymdeithasol ac Adfywio wedi cadw hyn mewn cof a sut y mae'n ei ystyried, oherwydd byddai pobl Cais a phobl y gogledd yn falch o weld lledaenu'r rhaglen effeithiol hon?

Y Prif Weinidog: Deallaf fod y ffeithiau, fel y nodwch hwy, yn anghywir. Fe ysgrifennaf atoch, neu fe ofynnaf i Edwina Hart ysgrifennu atoch. Yr wyf yn edmygwr mawr o'r gwaith y mae Cais wedi'i wneud dros y blynyddoedd niferus yr wyf wedi bod yn gyfarwydd â'r bobl allweddol yn y sefydliad hwnnw. Mae wedi gwneud gwaith hynod ar hyd arfordir y gogledd ac yn Wrecsam.

Peter Black: Yr ydym eisoes wedi clywed am y problemau mewn rhai carchardai, ond mae gan 70 y cant o garcharorion broblemau o ran camddefnyddio sylweddau. Pan gânt eu rhyddhau, yn aml nid yw'r gefnogaeth a'r cymorth ganddynt i gael gwared â'r arferiad o gamddefnyddio sylweddau. Beth y mae eich Llywodraeth yn ei wneud i geisio cynyddu lefel y gefnogaeth i gyn-garcharorion, nid yn unig i'w helpu, ond i'w hatal rhag aildroseddu?

Y Prif Weinidog: Mae'r pwynt a wneuch am gamddefnyddio sylweddau yn un hysbys. Yn aml, ni fydd pobl yn sylwi pa mor gyffredin ydyw i garcharorion fod â phroblem iechyd meddwl, problem camddefnyddio cyffuriau ac alcohol neu ddibyniaeth arnynt, neu ddiffyg sgiliau sylfaenol a hwnnw'n ddiffyg difrifol—yn aml nid ydynt yn llythrennog o gwbl. Felly, gallwch weld bod angen cywiro pob un o'r tri pheth hyn. Byddai cefnogaeth o'r fath yn ddull defnyddiol o adsefydlu, ac yn gyfle iddynt osgoi aildroseddu ar ôl eu rhyddhau.

I mentioned figures earlier on the number of places and spending on the drug intervention programme. The substance misuse action fund, as far as I am aware, would be available to ex-prisoners, but I will see whether we have any data to show how much of that money—and expenditure has doubled over the past three years—goes to people who come out of prison and want to get off the alcohol and drugs, the use of which has, in part at least, resulted in them going into prison in the first place.

Soniais yn gynharach am ffigurau ynghylch nifer y lleoedd a'r gwariant ar y rhaglen ymyriadau cyffuriau. Hyd y gwn, byddai'r gronfa weithredu ar gamddefnyddio sylweddau ar gael i gyn-garcharorion, ond caf weld a oes gennym unrhyw ddata i ddangos faint o'r arian—ac mae'r gwariant wedi dyblu dros y tair blynedd diwethaf—sy'n mynd i bobl sy'n dod allan o'r carchar ac yn dymuno rhoi'r gorau i ddefnyddio alcohol a chyffuriau, gan mai defnyddio'r rheini, i raddau o leiaf, sydd wedi arwain at eu carcharu yn y lle cyntaf.

Gwasanaethau Ysbytai Hospital Services

C6 Elin Jones: A wnaiff y Prif Weinidog ddatganiad am wasanaethau ysbytai yng Ngheredigion? OAQ1889(FM)

Q6 Elin Jones: Will the First Minister make a statement on hospital services in Ceredigion? OAQ1889(FM)

The First Minister: Bydd y gwasanaethau ysbyty a ddarperir yng Ngheredigion yn y dyfodol yn cyd-fynd ag egwyddorion 'Cynllun Oes'. Mae hynny'n cynnwys buddsoddiad sylweddol mewn tri ysbyty cymunedol newydd yn Aberteifi, Aberaeron a Thregaron.

Y Prif Weinidog: The provision of hospital services in Ceredigion in the future will be in line with the principles of 'Designed For Life'. That includes a significant investment in three new community hospitals in Cardigan, Aberaeron and Tregaron.

Elin Jones: Fel y dywedasoeh, bu i'ch Llywodraeth addo darparu £21 miliwn, cyn etholiad 2003, ar gyfer dau ysbyty cymunedol newydd ac un canolfan iechyd yn Aberaeron. Fodd bynnag, mae'n 2006 erbyn hyn, ac nid oes un sylfaen wedi ei osod yng Ngheredigion, er bod ysbyty Aberaeron wedi bod ar gau am chwe blynedd erbyn hyn. Mae'n rhy hwyr i chi gadw'r addewid a wnaethoch cyn 2003 erbyn yr etholiad nesaf yn 2007, felly beth yw'r tebygolrwydd y gwelwn dri adeilad iechyd newydd yng Ngheredigion cyn y Ryder Cup yn 2010?

Elin Jones: As you said, your Government promised, prior to the 2003 election, to provide £21 million for two new community hospitals and one health centre in Aberaeron. However, it is 2006, and no foundation has been laid in Ceredigion, although Aberaeron hospital has been closed for six years. It is too late for you to keep the promise that you made before 2003 before the next election in 2007, so what are the chances of us seeing three new health centres in Ceredigion before the Ryder Cup in 2010?

Y Prif Weinidog: Deallaf ein bod yn aros am gais busnes gan yr ymddiriedolaeth iechyd. Byddwn yn ystyried y cais yn gydymdeimladol dros ben. Fodd bynnag, nid yw wedi gwneud ei benderfyniadau hyd yn hyn ac mae'n parhau i ymgynghori'n llawn gyda'r cyhoedd.

The First Minister: I understand that we are awaiting a business case from the health trust, and we will consider that very sympathetically. However, it has not yet made its decisions and it is still consulting fully with the public.

Lisa Francis: In respect of maternity services in Ceredigion, last April, the chief executive of Bronglais Hospital confirmed to the *Cambrian News* that there would

Lisa Francis: Wrth siarad am wasanaethau mamolaeth yng Ngheredigion, fis Ebrill diwethaf, cadarnhaodd prif weithredwr Ysbyty Bronglais wrth y *Cambrian News* y

definitely be a continuation of consultant-led services in paediatrics and obstetrics in Ceredigion. That did not mirror the proposals in 'Designed to Deliver' and there has been no explanation of how these services would be continued. Obviously, patients and staff are now expecting them to be continued. Has your Government held any discussions with the chief executive about the confirmation that she gave? Can you shed any light on what the new proposals will be concerning deliveries? If she has confirmed continuation of the service, then it follows that she will have discussed it with your Government's representatives, does it not?

The First Minister: I do not think that the consultation has been completed in that area either, so that remains within the purview of the local health community, namely the trust, the boards and the community health council. They will try to agree a solution, which will then proceed in terms of seeking financial support, if it is a new investment, or if it is a no-change situation, it will not require any intervention by the Minister. As far as I am aware, consultation is continuing on that issue among the local health community.

byddai gwasanaethau a arweinir gan ymgynghorwyr mewn paediatreg ac obstetreg yn parhau'n bendant yng Ngheredigion. Nid oedd hynny'n cyd-fynd â'r cynigion yn 'Cynlluniwyd i'w Gyflawni' ac ni chafwyd esboniad ynghylch sut y byddai'r gwasanaethau hyn yn parhau. Yn amlwg, mae cleifion a staff bellach yn disgwyl iddynt barhau. A yw eich Llywodraeth wedi cynnal unrhyw drafodaethau gyda'r prif weithredwr am y cadarnhad a roddodd? A allwch fwrw unrhyw oleuni ar y cynigion newydd o ran yr hyn a gyflawnir? Os yw wedi cadarnhau parhad y gwasanaeth, yna, onid yw'n dilyn ei bod wedi trafod y mater gyda chynrychiolwyr eich Llywodraeth?

Y Prif Weinidog: Ni chredaf fod yr ymgynghori wedi'i gwblhau yn y maes hwnnw ychwaith, felly erys hynny o fewn cyfrifoldeb y gymuned iechyd leol, sef yr ymddiriedolaeth, y byrddau a'r cyngor iechyd cymuned. Byddant yn ceisio cytuno ar ateb, ac yna, byddant yn bwrw ati i geisio cael cymorth ariannol, os yw'n fuddsoddiad newydd, neu os yw'n sefyllfa heb newid, ni fydd angen dim ymyriad gan y Gweinidog. Hyd y gwn, mae ymgynghori'n parhau ar y mater hwnnw ymysg y gymuned iechyd leol.

Datganoli Devolution

Q7 John Griffiths: Will the First Minister make a statement on the benefits to Wales arising from devolution? OAQ1879(FM)

The First Minister: I will briefly list the benefits: there are 126,000 more jobs in Wales, which is a 10.4 per cent increase, which is far higher than that in the rest of the UK; there has been a reduction in prescription charges, and prescriptions will, of course, soon be free; there is free bus travel for the elderly and disabled; and there is the free swimming initiative, among many other benefits.

John Griffiths: One of the many benefits arising from devolution for Wales has been a substantial rise in the world profile of Wales and a big increase in Wales's engagement with the wider world. Do you agree that that is the case and that a further step forward on that front was last week's launch by you and

C7 John Griffiths: A wnaiff y Prif Weinidog ddatganiad am y manteision i Gymru'n dilyn datganoli? OAQ1879(FM)

Y Prif Weinidog: Rhoddaf restr fer o'r manteision: mae 126,000 yn fwy o swyddi yng Nghymru, sy'n gynydd o 10.4 y cant, sy'n llawer uwch nag yng ngweddill y DU; bu gostyngiad mewn taliadau presgripsiwn, a byddant, wrth gwrs, yn rhad ac am ddim cyn bo hir; caiff yr anabl a'r henoed deithio ar fysiau am ddim; ac mae'r fenter nofio am ddim, ymysg nifer o fanteision eraill.

John Griffiths: Un o'r nifer o fanteision i Gymru a ddaeth yn sgîl datganoli fu cynnydd sylweddol ym mhroffil byd-eang Cymru a chynnydd mawr yn y cydweithio rhwng Cymru a gweddill y byd. A ydych yn cytuno bod hynny'n wir a bod lansio'n fframwaith datblygu cynaliadwy rhyngwladol gennyh

Hilary Benn, the UK's Secretary of State for International Development, of our international sustainable development framework, and that that framework will increase our engagement with the world for mutual benefit and, in particular, will allow Wales, as part of the prosperous world, to increasingly add value to UK international development efforts in the developing world?

The First Minister: I agree with that. It was extremely well-received on the day, and I believe that that was the case because it built on pillars that are already present in civil society in Wales. It was not as though we were saying, 'Well, no-one in Wales is doing anything on this, so we have to fill a gap'. We do not. We want to build on the existing links between people involved in health and health education and different countries in Africa, and teaching, teachers and teacher-development programmes, which do you good in Wales as a teacher, and also our sister education system in Lesotho. I believe that using what has already been demonstrated clearly to be a wish in civil society rather than crashing in with brand new programmes is the right way forward, although we have to accept that the sums of money involved were extremely modest.

Jenny Randerson: One of the benefits of devolution should be that decision making is closer to people and is therefore wiser and more accurate. I want to examine your decision making in relation to the out-of-hours service in Wales. Your Government allocated £28.5 million to this and, in fact, an additional £6.5 million has been needed over the past two years. We all know that the out-of-hours service has been a clinical catastrophe, but it also appears to have been a financial one. How has your Government managed to get its figures even more wrong than the Government did in England, proportionately?

2.40 p.m.

The First Minister: Using phrases such as

chi a Hilary Benn, Ysgrifennydd Gwladol Datblygu Rhyngwladol y DU, yr wythnos diwethaf, yn gam pellach ymlaen yn hynny o beth, ac y bydd y fframwaith hwnnw'n cynyddu ein cyswllt â'r byd er budd y ddwy ochr, ac, yn benodol, y bydd hyn yn caniatáu i Gymru, fel rhan o'r byd ffyniannus, ychwanegu mwy a mwy o werth i ymdrechion datblygu rhyngwladol y DU yn y byd sy'n datblygu?

Y Prif Weinidog: Cytunaf â hynny. Cafodd dderbyniad arbennig o dda ar y diwrnod, a chredaf fod hynny oherwydd ei fod yn adeiladu ar bileri sydd eisoes yn bresennol mewn cymdeithas sifil yng Nghymru. Nid oeddem yn dweud, 'Wel, nid oes neb yng Nghymru'n gwneud dim byd ynglŷn â hyn, felly rhaid inni lenwi bwlch'. Nid oes rhaid inni wneud hynny. Yr ydym yn dymuno adeiladu ar y cysylltiadau presennol rhwng pobl sy'n ymwneud ag ieched ac addysg ieched a gwahanol wledydd yn Affrica, ac addysgu, athrawon a rhaglenni datblygu athrawon, sy'n gwneud lles i athrawon yng Nghymru, a'n chwaer system addysg yn Lesotho. Credaf mai defnyddio'r hyn sy'n ddymuniad mewn cymdeithas sifil, yn ôl yr hyn a ddangoswyd yn glir eisoes, yw'r ffordd gywir ymlaen, yn hytrach na rhuthro i mewn gyda rhaglenni cwbl newydd, er bod rhaid inni dderbyn bod y symiau o arian dan sylw yn hynod o fach.

Jenny Randerson: Dylai gwneud penderfyniadau'n nes at bobl a bod hynny felly'n ddoethach ac yn fwy cywir, fod yn un o fanteision datganoli. Yr wyf am archwilio'r penderfyniadau a wnaethoch o ran y gwasanaeth y tu allan i oriau yng Nghymru. Dyrannodd eich Llywodraeth £28.5 miliwn i hyn ac, yn wir, bu angen £6.5 miliwn ychwanegol dros y ddwy flynedd ddiwethaf. Gwyddom i gyd fod y gwasanaeth y tu allan i oriau wedi bod yn drychineb clinigol, ond ymddengys ei fod hefyd wedi bod yn drychineb ariannol. Sut y mae eich Llywodraeth wedi llwyddo i gael ei ffigurau'n fwy anghywir hyd yn oed nag y gwnaeth y Llywodraeth yn Lloegr, yn gyfatebol?

Y Prif Weinidog: Mae defnyddio

'clinical catastrophe' is a slur on all of the doctors and nurses involved in providing the out-of-hours service. We all accept the fact that, in certain parts of Wales, including Cardiff, which you and I represent, the transition phase, initially, was extremely difficult. Two years ago—in October 2004—the situation was difficult for several months. However, to describe it as a clinical catastrophe now is an abuse of the English language. I think that you ought to re-think that.

With regard to the estimates made of the cost of the switchover, which was beyond our control, we did not have any option but to go over to the new contract. The new contract was, essentially, a contract that was signed by the Department of Health with the British Medical Association on behalf of all GPs. Many GPs did not want to provide the out-of-hours service themselves, so it had to be put out to contract. Those contracts were invariably not specified in the right way and there were a lot of difficult months for people who wanted out-of-hours provision. Given that my family was the beneficiary of the out-of-hours service as recently as last night, I would not accept that description of it being a clinical catastrophe.

The Leader of the Opposition (Ieuan Wyn Jones): Do you not recognise that selling the benefits of devolution is made more difficult by your Government's attitude to the proper use of public money? Do you not recognise that the public is suitably and rightly outraged at the disclosure that public funds have been used to pay for the Christmas cards of one of your Ministers and that a £3,000 legal bill was attached to that? Will you now agree that this matter is of such public concern that it is your duty to refer it to the Auditor General for Wales to decide whether this is the right use of public funds?

The First Minister: You need to keep a sense of proportion, Ieuan. This was 10 months ago. The sums of money were exceedingly small. Until you said so now, by using the word 'proper', I did not know

ymadroddion megis 'trychineb clinigol' yn anfri ar yr holl feddygon a nyrsys sydd wedi cyfrannu at ddarparu'r gwasanaeth y tu allan i oriau. Yr ydym i gyd yn derbyn, mewn rhai rhannau penodol o Gymru, gan gynnwys Caerdydd, yr ydych chi a minnau'n ei chynrychioli, fod y cyfnod trawsnewid, i ddechrau, wedi bod yn hynod o anodd. Ddwy flynedd yn ôl—ym mis Hydref 2004—bu'r sefyllfa'n anodd am fisoedd lawer. Fodd bynnag, camddefnyddio'r iaith yw ei ddisgrifio'n awr fel trychineb clinigol. Credaf y dylech ailystyried hynny.

O ran yr amcangyfrifon a wnaed o gost y trawsnewid, a oedd y tu hwnt i'n rheolaeth ni, nid oedd gennym ddim dewis ond newid i'r contract newydd. Yr oedd y contract newydd, yn ei hanfod, yn gontract a lofnodwyd gan yr Adran Iechyd gyda Chymdeithas Feddygol Prydain ar ran pob meddyg teulu. Yr oedd nifer o feddygon teulu yn erbyn darparu'r gwasanaeth y tu allan i oriau eu hunain, felly bu'n rhaid ei wneud drwy gontract. Yn ddiethriad, nid oedd manylion y contractau hynny'n iawn, a bu llawer o fisoedd anodd i bobl oedd eisiau darpariaeth y tu allan i oriau. Gan fod fy nheulu i wedi cael budd o'r gwasanaeth y tu allan i oriau mor ddiweddar â neithiwr, ni fyddwn yn derbyn y disgrifiad ohono fel trychineb clinigol.

Arweinydd yr Wrthblaid (Ieuan Wyn Jones): Oni fyddech yn cydnabod bod agwedd eich Llywodraeth tuag at ddefnyddio arian cyhoeddus mewn modd priodol yn ei gwneud yn anos argyhoeddi pobl o fanteision datganoli? Onid ydych yn sylweddoli bod y cyhoedd yn gandryll, a hynny'n briodol a chyfiawn, yn sgîl datgelu bod cyllid cyhoeddus wedi cael ei ddefnyddio i dalu am gardiau Nadolig un o'ch Gweinidogion a bod bil cyfreithiol o £3,000 ynghlwm wrth hynny? A gytunwch yn awr fod y mater hwn wedi peri cymaint o bryder cyhoeddus nes ei bod yn ddyletswydd amoch ei gyfeirio at Archwilydd Cyffredinol Cymru i benderfynu a yw hyn yn ddefnydd cywir o gyllid cyhoeddus?

Y Prif Weinidog: Yr ydych yn gwneud môr a mynydd o hyn, Ieuan. Yr oedd hyn 10 mis yn ôl. Yr oedd y symiau o arian yn hynod o fach. Nes i chi ddweud hynny'n awr, drwy ddefnyddio'r gair 'priodol', ni wyddwn a

whether you were saying that there was an impropriety involved. Are you saying that there was impropriety involved, in your use of the word 'proper'? As far as I am aware, no-one hitherto has implied that there is any impropriety involved.

Ieuan Wyn Jones: I am sorry that you do not recognise the sense of public outrage that this has caused. I will tell you again that this is not the proper use of public funds. I am asking you to refer this to the auditor general. Your answer today is no better than the answer that you gave yesterday when you were questioned on the radio. You were asked whether this was suitable and what the Christmas card was for, and you said that it was to promote a game being made available. That is a strange view of the purpose of a Christmas card. Does the public pay for the Christmas cards of every Minister in the Assembly?

The First Minister: You seem to be trying to fudge the issue of whether or not you are alleging that there is any impropriety. As far as I am aware, no-one has alleged that there is any impropriety involved. Until you make clear your view as to whether you are making such an allegation, we rest and wait for you to make up your mind about this. Are you alleging, or are you not alleging, that there has been any impropriety?

As regards the wider issue, as far as I am aware, every Minister in every administration in the UK sends Christmas cards—as was the case under the Conservatives for 18 years, and previous Labour and Conservative Governments for at least 50 years—not to his or her personal friends, but to what are known as the official contacts of that Minister. It has always happened; it happens now in Westminster, Scotland and Wales. These are not the personal Christmas cards that Ministers send to their friends, which are paid for out of the private budgets and the after-tax salaries of those Ministers, as is the case with everyone else. There is a different category of Christmas cards, which Conservative Ministers have always sent, which Westminster Ministers send, which—as far as I know—Scottish Ministers send, and which we send.

oeddech yn awgrymu bod amhriodoldeb wedi bod. A ydych yn awgrymu bod amhriodoldeb wedi bod, wrth ddefnyddio'r gair 'priodol'? Hyd y gwn, nid oes neb cyn hyn wedi awgrymu bod amhriodoldeb wedi bod ynglŷn â hyn.

Ieuan Wyn Jones: Mae'n ddrwg gennyf nad ydych yn sylweddoli pa mor gandryll yw'r cyhoedd oherwydd hyn. Fe ddywedaf wrthych eto nad yw hyn yn ddefnydd priodol o gyllid cyhoeddus. Yr wyf yn gofyn ichi gyfeirio hyn at yr archwilydd cyffredinol. Nid yw eich ateb heddiw'n ddim gwell na'r ateb a roesoch ddoe pan gawsoch eich holi ar y radio. Gofynnwyd ichi a oedd hyn yn addas a pha beth oedd diben y cerdyn Nadolig, a dywedasoed ei fod er mwyn hyrwyddo gêm a fyddai ar gael. Mae hynny'n farn ryfedd am ddiben cerdyn Nadolig. A yw'r cyhoedd yn talu am gardiau Nadolig pob Gweinidog yn y Cynulliad?

Y Prif Weinidog: Mae'n ymddangos eich bod yn ceisio cymylu'r mater hwn, sef a ydych yn honni bod unrhyw amhriodoldeb ai peidio. Hyd y gwn, nid oes neb wedi honni bod amhriodoldeb wedi bod. Nes i chi egluro a ydych yn gwneud honiad o'r fath, bydd rhaid inni aros ichi benderfynu ynghylch hyn. A ydych yn honni bod unrhyw amhriodoldeb wedi bod ai peidio?

Ynglŷn â'r mater ehangach, hyd y gwn, mae pob Gweinidog ym mhob gweinyddiaeth yn y DU yn anfon cardiau Nadolig—rhywbeth a ddigwyddodd dan y Ceidwadwyr am 18 mlynedd, a Llywodraethau Llafur a Cheidwadol ers o leiaf 50 mlynedd—nid at ei ffrindiau personol, ond at yr hyn a elwir yn gysylltiadau swyddogol y Gweinidog hwnnw. Mae hyn wedi digwydd erioed; mae'n digwydd yn awr yn San Steffan, yn yr Alban ac yng Nghymru. Nid y cardiau Nadolig personol y bydd Gweinidogion yn eu hanfon at eu ffrindiau, ac yn talu amdanynt o gyllidebau preifat a chyflogau ar ôl treth y Gweinidogion hynny, fel pawb arall, yw'r rhain. Mae categori arall o gardiau Nadolig, y mae Gweinidogion Ceidwadol wedi'u hanfon erioed, y mae Gweinidogion San Steffan yn eu hanfon, a—hyd y gwn—Gweinidogion yr Alban, a ninnau yr un modd.

Ieuan Wyn Jones: I ask you to consider seriously your responses this afternoon, First Minister, because you are trying to persuade people, who are on average incomes of £19,000 to £20,000 and have to pay for their own Christmas cards and stamps, that a Minister on a salary of £85,000 cannot afford to pay for his own Christmas cards. That is what you are asking the Welsh public to buy. [ASSEMBLY MEMBERS: 'Oh.'] Attached to those Christmas cards was a legal bill for £3,000. Will you refer that aspect of the matter to the auditor general to decide whether that was a sensible use of public money?

The First Minister: As far as I know, the leader of Gwynedd County Council, the Plaid Cymru chairman of the council, as well as the Isle of Anglesey County Council leader and chairman probably all send Christmas cards to their official contacts. In official life, official Christmas cards are sent. These are not the same as the Christmas cards and stamps that we pay for ourselves out of our post-tax income. Therefore, your point about the difference between ministerial wages and those of individuals at average wages in Wales is an utter irrelevance. At least you are not repeating the allegation of impropriety that you fudged. I take it that you are not alleging any impropriety here at all.

As regards the legal bill—and we are not talking about contemporaneous events, so I am relying on the notes provided to me from 10 months ago—it was to ensure that there was no possible breach of copyright law. However, you have really got to keep a sense of proportion on this issue. You are trying to jump up and down, pretending that this is the biggest thing since world war three, but it is not; it is a tiny amount of money spent a year ago. I do not know why the *Western Mail* has chosen to raise it now, but it seems to be along the same lines as that famous headline when it went tabloid, which said that I was about to be deposed by my Labour colleagues. However, 12 months later, or whatever it is, I am still here. That was fabricated. This is not fabricated as much as totally overhyped, with a complete loss of

Ieuan Wyn Jones: Gofynnaf ichi ystyried eich atebion y prynhawn yma o ddifrif, Brif Weinidog, oherwydd yr ydych yn ceisio perswadio pobl, sydd â chyflogau cyfartalog o £19,000 i £20,000 ac yn gorfod talu am eu cardiau Nadolig a'u stampiau eu hunain, na all Gweinidog ar gyflog o £85,000 fforddio talu am ei gardiau Nadolig ei hun. Dyna'r hyn yr ydych yn gofyn i'r cyhoedd yn Nghymru ei dderbyn. [AELODAU'R CYNULLIAD: 'O.'] Ynghlwm wrth y cardiau Nadolig hynny, yr oedd bil cyfreithiol am £3,000. A wnewch gyfeirio'r agwedd honno ar y mater at yr archwilydd cyffredinol iddo benderfynu a oedd hynny'n ffordd synhwyrol o ddefnyddio arian cyhoeddus?

Y Prif Weinidog: Hyd y gwn, mae'n debygol bod arweinydd Cyngor Sir Gwynedd, cadeirydd Plaid Cymru ar y cyngor, yn ogystal ag arweinydd a chadeirydd Cyngor Sir Ynys Môn i gyd yn anfon cardiau Nadolig at eu cysylltiadau swyddogol. Mewn bywyd swyddogol, anfonir cardiau Nadolig swyddogol. Nid yw'r rhain yr un fath â'r cardiau Nadolig a'r stampiau y byddwn yn talu amdanynt ein hunain o'n hincwm ar ôl treth. Felly, mae eich pwynt am y gwahaniaeth rhwng cyflog Gweinidog a'r cyflog cyfartalog yng Nghymru'n gwbl amherthnasol. O leiaf nid ydych yn ailadrodd y cyhuddiad—a gymylwyd gennyh—fod amhriodoldeb wedi bod. Cymeraf nad ydych yn honni o gwbl fod amhriodoldeb yn hyn o beth.

O ran y bil cyfreithiol—ac nid ydym yn sôn am ddigwyddiadau cyfoes, felly yr wyf yn dibynnu ar y nodiadau a ddarparwyd ar fy nghyfer 10 mis yn ôl—er mwyn sicrhau nad oedd perygl y byddai cyfraith hawlfraint yn cael ei thorri yr oedd hynny. Fodd bynnag, rhaid ichi beidio â gwneud môr a mynydd o hyn. Yr ydych ar gefn eich ceffyl, gan gymryd arnoch mai dyma'r peth mwyaf ers y trydydd rhyfel byd, ond nid yw hynny'n wir: swm eithriadol fach a wariwyd flwyddyn yn ôl. Ni wn pam mae'r *Western Mail* wedi dewis codi hyn yn awr, ond mae'n ymddangos ei fod ar yr un trywydd â'r pennawd enwog hwnnw pan newidiodd y papur ei faint, a oedd yn dweud fy mod ar fin cael fy niorseddu gan fy nghyd-Aelodau Llafur. Fodd bynnag, 12 mis yn ddiweddarach, neu faint bynnag a aeth

any sense of proportion.

The Leader of the Welsh Conservatives (Nick Bourne): I do not think that anyone is alleging impropriety—I am certainly not—but there is an element of bungling incompetence here. I wrote to the Minister this morning, urging him to pay this money back into the public funds. If that happens, it will be an end to the issue. That is what should happen, First Minister.

The issue that I want to come to is the wait for epilepsy sufferers. I will not label this a ‘clinical catastrophe’, but it is certainly a serious issue. People in Wales who suffer from epilepsy have an eight-month wait to see a specialist; it is just six weeks in England. Does that cause you any concern? If so, what are you doing about it?

The First Minister: One of my closest friends is an epileptic, and I am naturally concerned about any service in Wales that is not providing access. Half an hour ago, in answering Irene James’s first question, I said that, as well as merely providing an excellent service, one of our aims is to improve access to that excellent service. I believe that we have always had excellent services, but access to them has sometimes been too slow. I am glad that this issue has been raised, as it is genuine. I will look into it, and ensure that Brian Gibbons writes to you. I hope that he can assure you of a rapid improvement in access to the service for people with epilepsy in Wales.

Nick Bourne: I thank the First Minister for his response, but it is not the first time that the issue has come up. As long ago as 2003, the Minister for Health and Social Services at the time—the predecessor to Brian Gibbons—was approached by Epilepsy Wales, which was pushing for an epilepsy strategy, and highlighting the problem with access and waits. Here we are, more than

heibio, yr wyf yma o hyd. Stori wneud oedd honno. Stori sydd wedi’i gor-ddweud yn llwyr yn fwy na stori wneud yw hyn, gan wneud môr a mynydd o’r peth.

Arweinwyr Ceidwadwyr Cymru (Nick Bourne): Ni chredaf fod neb yn honni i ddim byd amhriodol ddigwydd—nid wyf fi’n honni hynny’n sicr—ond mae yma elfen o fwnglera. Ysgrifennais at y Gweinidog y bore yma, yn pwysu arno i dalu’r arian hwn yn ôl i’r pwrs cyhoeddus. Os digwydd hynny, dyna ddiwedd ar y mater. Hynny a ddylai ddiwydd, Brif Weinidog.

Yr hyn yr wyf am sôn amdano yw’r amserau aros i ddioddefwyr epilepsi. Nid wyf am ddefnyddio’r label ‘trychineb clinigol’, ond mae’n fater difrifol, mae hynny’n sicr. Mae pobl yng Nghymru sy’n dioddef gan epilepsi’n gorfod disgwyl wyth mis i weld arbenigwr; dim ond chwe mis y mae’n rhaid disgwyl yn Lloegr. A yw hynny’n destun pryder i chi o gwbl? Os ydyw, beth yr ydych yn ei wneud yn ei gylch?

Y Prif Weinidog: Mae un o’r cyfeillion agosaf yn epileptig, ac yr wyf yn naturiol yn bryderus am unrhyw wasanaeth yng Nghymru nad yw’n darparu mynediad hwylus. Hanner awr yn ôl, wrth ateb cwestiwn cyntaf Irene James, dywedais mai un o’n hamcanion, yn ogystal â darparu gwasanaeth rhagorol, yw sicrhau bod y gwasanaeth hwnnw ar gael yn fwy hwylus i bawb. Credaf fod ein gwasanaethau wedi bod yn rhagorol bob amser, ond weithiau, nid yw’r gwasanaethau hynny wedi bod ar gael yn ddigon cyflym. Yr wyf yn falch i chi godi hyn, gan ei fod yn fater dilys. Edrychaf arno, gan sicrhau bod Brian Gibbons yn ysgrifennu atoch. Gobeithiaf y gall eich sicrhau y gwelir gwelliant ar frys o ran darparu mynediad at wasanaethau i bobl sydd ag epilepsi yng Nghymru.

Nick Bourne: Diolch i’r Prif Weinidog am ei ymateb, ond nid dyma’r tro cyntaf i hyn godi. Cyn belled yn ôl ag yn 2003, daeth Epilepsi Cymru at y Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol ar y pryd—rhagflaenydd Brian Gibbons—gan bwysu am strategaeth epilepsi a thynnu sylw at y broblem o ran mynediad at wasanaethau ac amserau aros. Dyma ni, dros dair blynedd yn

three years later, and nothing has happened—in terms of the national epilepsy strategy, that is. I invite the First Minister to give that issue some urgency, as there is no strategy at present.

The First Minister: I have been taking the advice of those who specialise in this issue, who have said that it is not true. I also take the word of the Minister for Health and Social Services. I will ensure that you receive a detailed reply, because it is an extremely important issue.

Nick Bourne: I know that there are long waits in Wales, and they do not correspond to the situation in England. There is no question of that, and the Minister for Health and Social Services also seems to accept that. There is an issue to be addressed here, as I understand that there is no proper strategy in place in relation to access. Therefore, I urge the First Minister to look at this issue. Epilepsy sufferers in Wales have to go across the border, which means long journeys for them and for their relatives and friends who visit them, and it is a real problem. Not everyone lives close to the border. I invite the First Minister and the Minister for Health and Social Services to get to grips with what is truly a serious issue.

2.50 p.m.

The First Minister: Having had a long discussion in the pub on Sunday night with my closest friend about his epilepsy, this issue is close to my heart, as it is to the circle of friends with whom I drink. Therefore, we are trying to ensure that the services are as good as they possibly can be. The comparison with England is not always relevant, because, sometimes, community services are available in Wales that are not available in England, as well as more rapid access to hospital consultants, which, frequently, may be better, simply because of the greater concentration on shorter waits for out-patient first consultations. However, those are now coming down in Wales as well. I will look into the position of epileptics in Wales who are waiting for their out-patient consultation.

ddiweddarach ac nid oes dim wedi digwydd—o ran y strategaeth epilepsi genedlaethol, hynny yw. Gwahoddaf y Prif Weinidog i ystyried y mater hwnnw ar frys, gan nad oes strategaeth ar hyn o bryd.

Y Prif Weinidog: Yr wyf wedi bod yn cael cyngor gan y rhai sy'n arbenigo yn y maes hwn, sydd wedi dweud nad yw hynny'n wir. Yr wyf hefyd yn derbyn gair y Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol. Sicrhaf y cewch ateb manwl, oherwydd ei fod yn fater pwysig iawn.

Nick Bourne: Gwn fod amserau aros hir yng Nghymru, ac nad ydynt yn cyfateb i'r sefyllfa yn Lloegr. Nid oes dwywaith am hynny, ac mae'r Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol hefyd i bob golwg yn derbyn hynny. Mae hwn yn fater y mae angen rhoi sylw iddo yma, gan fy mod yn deall nad oes strategaeth briodol ar gael sy'n ymwneud â mynediad at y gwasanaethau hyn. Felly, pwysaf ar y Prif Weinidog i edrych ar y mater hwn. Mae dioddefwyr epilepsi yng Nghymru'n gorfod mynd dros y ffin, sy'n golygu teithiau hir iddynt hwy ac i'w perthnasau a'u ffrindiau sy'n ymweld â hwy, ac mae hyn yn broblem wirioneddol. Nid yw pawb yn byw'n agos at y ffin. Gwahoddaf y Prif Weinidog a'r Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol i fynd i'r afael â phroblem sy'n ddifrifol iawn.

Y Prif Weinidog: Ar ôl cael sgwrs hir yn y dafarn nos Sul gyda'm cyfaill agosaf am ei epilepsi, mae hwn yn fater agos at fy nghalon, fel y mae i'r cylch o ffrindiau y byddaf yn yfed gyda hwy. Felly, yr ydym yn ceisio sicrhau bod y gwasanaethau cystal byth ag y gallant fod. Nid yw'r gymhariaeth â Lloegr bob amser yn berthnasol, oherwydd, weithiau, mae gwasanaethau cymunedol ar gael yng Nghymru nad ydynt ar gael yn Lloegr, yn ogystal â bod modd gweld ymgynghorwyr yn gynt mewn ysbytai, sydd, yn aml iawn, o bosibl yn well, oherwydd bod mwy o ganolbwyntio ar sicrhau cyfnodau aros byrrach i gleifion allanol ar gyfer yr ymgynghoriad cyntaf. Fodd bynnag, mae'r rheini'n gostwng yng Nghymru hefyd yn awr. Edrychaf ar sefyllfa pobl sydd ag epilepsi yng Nghymru sy'n disgwyl am

ymgyngoriad fel claf allanol.

Effeithiau Newid Hinsawdd The Impact of Climate Change

Q8 Glyn Davies: Will the First Minister make a statement on the Welsh Assembly Government's policies to limit the impact of climate change? OAQ1886(FM)

The First Minister: This is an important issue. We are currently developing a climate change adaptation plan for Wales. We have also set up a climate change group to advise on the impact of climate change on Wales, and how best to adapt to it.

Glyn Davies: Governments across the world—including yours—are becoming engaged with climate change and how to mitigate its impacts. There is a plethora of initiatives, first to mitigate, and then to adapt to deal with its consequences. The strongest discipline of all is the European-wide emissions trading scheme. What we have seen of the first scheme is not sufficiently demanding, and not equally demanding of all the countries of Europe. What steps are you taking, as the successor scheme is developed, to ensure that the new scheme is equally demanding across all countries, and is sufficiently demanding to have an impact?

The First Minister: That is a difficult issue. If one country chooses, voluntarily—as the UK Government has done—to go further than the Kyoto agreement, you must be careful that you are not merely shifting the location of industry that generates a lot of carbon dioxide and other greenhouse gases from one country with a tight regulatory framework to another with a far looser framework, without having any benefit in terms of reducing greenhouse gases. Therefore, you must show leadership, but you must use that leadership to drag other countries along rapidly in your wake; otherwise, you simply get an industry shift, not a move to cleaner, better technologies.

C8 Glyn Davies: A wnaiff y Prif Weinidog ddatganiad am bolisiau Llywodraeth Cynulliad Cymru i gyfyngu ar effeithiau newid hinsawdd? OAQ1886(FM)

Y Prif Weinidog: Mae hwn yn fater pwysig. Ar hyn o bryd, yr ydym yn datblygu cynllun addasu i newid hinsawdd ar gyfer Cymru. Yr ydym hefyd wedi sefydlu grŵp newid hinsawdd i gynghori ynghylch effaith newid hinsawdd ar Gymru a beth yw'r dull gorau o addasu ar gyfer hynny.

Glyn Davies: Mae llywodraethau ym mhob cwr o'r byd—gan gynnwys eich un chi— yn rhoi sylw i newid hinsawdd a sut y mae lliniaru effeithiau hynny. Ceir lluo o fentrau, yn gyntaf i liniaru'r effeithiau, ac yna i addasu er mwyn delio â'i ganlyniadau. Y ddisgyblaeth gryfaf o'r cyfan yw'r cynllun masnachu gollyngiadau ledled Ewrop. Nid yw hynny a welsom ar y cynllun cyntaf yn gofyn digon, ac nid yw'n gofyn yr un ymrwymiad gan bob un o wledydd Ewrop. Pa gamau yr ydych yn eu cymryd, wrth i'r cynllun sy'n dilyn hwnnw gael ei ddatblygu, i sicrhau bod y cynllun newydd yn gofyn yr un ymrwymiad gan bob gwlad a'i fod yn gofyn digon i gael effaith?

Y Prif Weinidog: Mae hynny'n fater anodd. Os bydd un wlad yn dewis, a hynny'n wirfoddol—fel y mae Llywodraeth y DU wedi gwneud—mynd ymhellach na gofynion cytundeb Kyoto, rhaid ichi fod yn ofalus nad ydych yn gwneud dim mwy na symud lleoliad diwydiant sy'n cynhyrchu llawer o garbon deuocsid a nwyon tŷ gwydr eraill o un wlad sydd â fframwaith rheoleiddio caeth i wlad arall sydd â fframwaith llai caeth o lawer, heb i hynny wneud dim lles o ran lleihau nwyon tŷ gwydr. Felly, rhaid ichi ddangos arweiniad, ond rhaid i chi ddefnyddio'r arweiniad hwnnw i lusgo gwledydd eraill yn gyflym ar eich ôl; neu, y cyfan a gewch fydd symud diwydiant o'r naill le i'r llall, yn hytrach na symudad at dechnolegau glanach a gwell.

On the wider issue of what the climate Ynghylch mater ehangach cynnwys y cynllun

change adaptation plan will consist of—given that climate change is probably going to take place—we must look at increased flood risks and storms, and the impact on our key public and private infrastructure. We must also consider the public health impact of warmer summers, thermal discomfort, kids being taught in schools where they are nearly frying in summer because we do not have adequate ways of getting rid of surplus heat, the pressure on water resources, and other issues relating to biodiversity and changes in practice in agriculture and forestry.

Rhodri Glyn Thomas: Beth mae Llywodraeth Cynulliad Cymru yn ei wneud i addysgu pobl Cymru ynglŷn â'r bygythiad o newid yn yr hinsawdd, a'r angen i newid eu dulliau o fyw, yn ogystal â dulliau o greu ynni?

Y Prif Weinidog: Yr ydym yn symud ymlaen gyda phoblogaeth Cymru. Yr ydym yn arwain i ryw raddau, a chredaf y bydd Carwyn yn gwneud araiith sylweddol am y pwnc hwn o fewn y mis nesaf. Fodd bynnag, erbyn hyn, mae'r cyhoedd yn ymwybodol o'i ddyletswyddau ynglŷn â sut fath o blaned yr ydym am ei gadael yn etifeddiaeth i'n hŵyrion a'n hwyresau, ac yn y blaen. Mae pobl yn awyddus i ddysgu sut y gallant wneud cyfraniad personol, boed drwy eu cymunedau, neu drwy newid sut y maent yn teithio i'r gwaith, yn ogystal â newid eu dulliau o weithio, o ran cwtogi ar y nwyon sy'n achosi i'r blaned wresogi.

addasu i newid hinsawdd—a chymryd bod yr hinsawdd yn debygol o newid—rhaid inni edrych ar y tebygrwydd y bydd mwy o berygl y ceir llifogydd a stormydd, ac effaith hynny ar ein seilwaith cyhoeddus a phreifat allweddol. Yn ogystal â hynny rhaid inni ystyried effaith hafau cynhesach ar iechyd y cyhoedd, gwres anghyfforddus, plant yn cael eu dysgu mewn ysgolion lle y maent bron â ffrio yn yr haf am nad oes gennym ddulliau ddigonol o gael gwared ar wres gormodol, y pwysau ar adnoddau dŵr, a materion eraill sy'n ymwneud â bioamrywiaeth a newid arferion ym maes amaethyddiaeth a choedwigaeth.

Rhodri Glyn Thomas: What is the Welsh Assembly Government doing to educate the people of Wales about the threat of climate change, and the need for them to change the way in which they live their lives, as well as ways of generating energy?

The First Minister: We are moving forward with the Welsh population. We are taking the lead, to a certain degree, and I think that Carwyn will make an important statement on this subject in the next month. However, by now, the public are aware of their responsibilities in terms of what kind of planet we want to leave behind as an inheritance to our grandchildren, and so on. People are eager to learn about how they can make a personal contribution, by contributing through their communities, or changing their methods of travel to work, as well as changing how they do their work to reduce the gases that cause global warming.

Targedau Rheoli Gwastraff Waste Management Targets

Q9 Christine Chapman: What progress is the Welsh Assembly Government making towards achieving its waste management targets? OAQ1882(FM)

C9 Christine Chapman: Pa gynnydd a wneir gan Lywodraeth Cynulliad Cymru tuag at gyflawni ei thargedau rheoli gwastraff? OAQ1882(FM)

The First Minister: The targets in the Wales waste strategy are being achieved bit by bit every year. Excellent progress is being made, with municipal recycling and composting targets achieved, step by step, as are targets to limit biodegradable municipal wastes, which are wrongly sent to landfill. Waste reduction and landfill reduction targets have

Y Prif Weinidog: Yr ydym yn llwyddo i gyrraedd targedau strategaeth wastraff Cymru fesul tipyn bob blwyddyn. Yr ydym yn gwneud cynnydd rhagorol, wrth inni gyrraedd targedau ailgylchu a chompostio yn ein trefi, fesul cam, ynghyd â'r targedau i gyfyngu ar wastraff bioddiraddiadwy ein trefi sy'n cael ei anfon ar gam i safleoedd tirlenwi.

been met early rather than late.

Christine Chapman: Rhondda Cynon Taf County Borough Council's waste management has improved in the last few years. It was one of the authorities that missed the 2003-04 target, recycling and composting only 11 per cent of its waste. However, the 2004-05 figures show that it was almost up to the 15 per cent limit. Capacity for increasing the amount of waste recycled has been boosted by an Objective 1 grant for the Brynpica site in Cynon valley, which I welcome. Given the Assembly Government's commitment to working specifically with the authorities that may struggle to reach future targets of 25 per cent for 2006-07 and 40 per cent for 2009-10, which are obviously far more difficult, what discussions is the Welsh Assembly Government having with Rhondda Cynon Taf council to ensure that these targets are met?

The First Minister: They are demanding targets. It is certainly true that there has been a big improvement in RCT's performance over the past couple of years, but it has to reach the target of 40 per cent by 2010. We know that there are one or two countries on the continent that are already recycling or composting well over two thirds of their waste, so we have a long way to go. However, we are confident that the 25 per cent target for the present year will be met by the average of our municipalities. Likewise, as regards the particular schemes that you mentioned, Objective 1 money has been used for the strategic recycling scheme, and the Furniture Re-Use Network, under the community enterprise scheme, Too Good to Waste, is receiving strategic recycling scheme funds to purchase its premises and expand its work to avoid old furniture being sent unnecessarily to landfill.

David Melding: It is depressing that some local authorities are still proposing major landfill schemes. We must move on. You are right to say that the target that we have set for

Llwyddwyd i gyrraedd targedau lleihau gwastraff a lleihau faint sy'n mynd i safleoedd tirlenwi yn gynnar.

Christine Chapman: Mae rheolaeth gwastraff Cyngor Bwrdeistref Sirol Rhondda Cynon Taf wedi gwella yn ystod y bflynyddoedd diwethaf. Yr oedd yn un o'r awdurdodau na lwyddasant i gyrraedd targed 2003-04, gan nad oedd wedi ailgylchu a chompostio ond 11 y cant o'i wastraff. Fodd bynnag, dengys ffigurau 2004-05 ei fod bron wedi cyrraedd y terfyn 15 y cant. Rhoddwyd hwb i'w allu i ailgylchu mwy o wastraff drwy gyfrwng grant Amcan 1 ar gyfer safle Brynpica yng nghwm Cynon, sy'n gam i'w groesawu. O ystyried ymrwymiad Llywodraeth y Cynulliad i weithio'n benodol gyda'r awdurdodau a allai ei chael yn anodd cyrraedd targedau'r dyfodol, sef 25 y cant ar gyfer 2006-08 a 40 y cant ar gyfer 2009-10, sydd yn amlwg yn anos o lawer, pa drafodaethau y mae Llywodraeth Cynulliad Cymru'n eu cynnal gyda chyngor Rhondda Cynon Taf i sicrhau ei fod yn cyrraedd y targedau hyn?

Y Prif Weinidog: Mae'r targedau hyn yn anodd. Mae'n sicr yn wir bod gwelliant mawr wedi bod ym mherfformiad Rhondda Cynon Taf yn ystod y blynyddoedd diwethaf, ond rhaid iddo gyrraedd y targed o 40 y cant erbyn 2010. Gwyddom fod un neu ddwy o wledydd ar y cyfandir sydd eisoes yn ailgylchu neu'n compostio ymhell dros ddwy ran o dair o'u gwastraff, felly mae gennym gryn ffordd i fynd. Fodd bynnag, yr ydym yn hyderus bod y targed o 25 y cant ar gyfer y flwyddyn hon yn un y bydd ein hardaloedd trefol ar gyfartaledd yn ei gyrraedd. Yn yr un modd, gyda golwg ar y cynlluniau penodol y soniasoch amdanynt, defnyddiwyd arian Amcan 1 ar gyfer y cynllun ailgylchu strategol, ac mae'r Rhwydwaith Ailddefnyddio Dodrefn, dan y cynllun menter gymunedol, Too Good to Waste, yn cael arian dan y cynllun ailgylchu strategol i brynu ei adeiladau ac ehangu ei waith fel nad yw hen ddodrefn yn cael ei anfon i safleoedd tirlenwi'n ddiangen.

David Melding: Mae'n dorcalonnus meddwl bod rhai awdurdodau lleol yn dal i gynnis sefydlu cynlluniau tirlenwi mawr. Rhaid inni symud yn ein blaenau. Yr ydych yn iawn

2010 is a start, but we want to go much further. Jeremy Beecham has pointed the way in this direction. We need regional working between local authorities, and we need the use of the newest technology so that we recycle as much as possible and make landfill as a mass option a thing of the past.

The First Minister: I agree, and that is why we give a landfill allowance to each local authority in Wales. I have only the figures for RCT, because the original question was Christine Chapman's, but, as an example, the landfill allowance given to Rhondda Cynon Taf was 70,000 tonnes, but it landfilled only 65,000 tonnes. On that basis, it is 5,000 tonnes in credit, but we will be screwing down that allowance further and further. The point that you made about the need for regional collaboration is of enormous importance. Right at the top of the tree of the Beecham recommendations of what local authorities should do early on was learning to work together. If five local authorities have agreed to have one landfill site, or one energy-from-waste composting site, the authority that has the site within its borders may be accused by local people of taking in other people's rubbish. That is the basis of regional waste collaboration, of course, but you must be able to sell it on the basis of its being the best solution, saying, 'There will be other times when it is not in our area, so do not get too Nimbyish about it too quickly'. It is the essence of regional co-operation.

Eleanor Burnham: That is all very well, but my understanding is that last year's national audit recommendation was that 500 new waste facilities will be needed by 2010. What are you and the Welsh Assembly Government doing to realise that increasing challenge?

The First Minister: As I said, we are setting ever-lower allowances for landfill availability to local authorities and ever-higher proportions of municipal waste to be recycled, though they are nowhere near

wrth ddweud bod y targed a osodwyd ar gyfer 2010 yn fan cychwyn, ond yr ydym am fynd ymhellach o lawer na hynny. Mae Jeremy Beecham wedi dangos y ffordd. Mae angen i awdurdodau lleol gydweithio'n rhanbarthol ac mae angen inni ddefnyddio'r dechnoleg ddiweddaraf er mwyn inni ailgylchu cymaint ag y bo modd. Yna, perthyn i'r gorffennol fydd tirlenwi fel prif ddewis i'r mwyafrif.

Y Prif Weinidog: Cytunaf, a dyna paham y byddwn yn rhoi lwfans tirlenwi i bob awdurdod lleol yng Nghymru. Dim ond ar gyfer Rhondda Cynon Taf y mae'r ffigurau gennyf, oherwydd cwestiwn Christine Chapman oedd y cwestiwn gwreiddiol, ond, er enghraifft, y lwfans tirlenwi a roddwyd i Rhondda Cynon Taf oedd 70,000 tonnell, ond dim ond 65,000 tonnell a lenwyd ganddo. Ar sail hynny, mae ganddo greddyd o 5,000 tonnell, ond byddwn yn gostwng y lwfans hwnnw'n is ac yn is. Mae'r pwynt a wnaethoch fod angen cydweithredu rhanbarthol yn eithriadol o bwysig. Yr argymhelliad pwysicaf gan Beecham ynghylch yr hyn y dylai awdurdodau lleol ei wneud yn fuan oedd dysgu cydweithio. Os bydd pum awdurdod lleol wedi cytuno i gael un safle tirlenwi, neu un safle compostio ynni oddi wrth wastraff, gallai'r awdurdod sydd â'r safle hwnnw o fewn ei ffiniau gael ei gyhuddo gan bobl leol ei fod yn derbyn sbwriel pobl eraill. Hynny yw sail cydweithredu rhanbarthol wrth drin gwastraff wrth gwrs, ond rhaid ichi allu peri i bobl ei dderbyn ar y sail mai hynny yw'r ateb gorau, gan ddweud, 'Bydd adegau eraill pan na fydd hyn yn ein hardal ni, felly, peidiwch â'i wrthod yn eich ardal eich hun yn rhy fuan'. Dyma hanfod cydweithredu rhanbarthol.

Eleanor Burnham: Boed hynny fel y bo, ond yn ôl yr hyn a ddeallaf, yr argymhelliad gan y swyddfa archwilio genedlaethol y llynedd oedd bod angen 500 o gyfleusterau gwastraff newydd erbyn 2010. Beth yr ydych chi a Llywodraeth Cynulliad Cymru'n ei wneud i fynd i'r afael â'r her gynyddol honno?

Y Prif Weinidog: Fel y dywedais, yr ydym yn gosod lwfansau cynyddol is ar gyfer safleoedd tirlenwi i awdurdodau lleol ac yn gosod targedau cyson uwch ar gyfer ailgylchu gwastraff trefol, er nad ydynt yn

German or Danish proportions yet. We believe that these ambitious targets are the learning process by which local authorities are getting better year by year at reducing landfill and increasing recycling, composting and the other methods of reducing the residue that must go to landfill. We all recognise that there will still be a residue that must go to landfill; I do not think that we will reach zero landfill. That is not expected to be achieved in Scandinavia or Germany either.

agos at y lefelau yn yr Almaen na Denmarc eto. Credwn mai'r targedau uchelgeisiol hyn yw'r broses ddysgu er mwyn i'r awdurdodau lleol wella o flwyddyn i flwyddyn o ran lleihau'r gwastraff sy'n mynd i safleoedd tirlenwi, ailgylchu a chompostio mwy a defnyddio dulliau eraill i leihau'r gweddill sy'n gorfod mynd i safle tirlenwi. Mae pawb yn cydnabod y bydd gweddill o'r fath; ni chredaf y cyrhaeddwn fyth sefyllfa lle na fydd dim gwastraff o'r fath gennym. Ni ddisgwylir cyrraedd y sefyllfa honno yn Sgandinafia nac yn yr Almaen ychwaith.

Dyfodol Gwasanaethau Ambiwllans The Future of Ambulance Services

Q10 Lisa Francis: Will the First Minister make a statement on the future of ambulance services in mid and west Wales? OAQ1908(FM)

C10 Lisa Francis: A wnaiff y Prif Weinidog ddatganiad am ddyfodol gwasanaethau ambiwlans yng nghanolbarth a gorllewin Cymru? OAQ1908(FM)

The First Minister: I mentioned earlier that the Welsh Ambulance Services NHS Trust now has in place a permanent chief executive—not an interim one—namely Mr Alan Murray. It is finalising its modernisation plan, which will look at the provision of ambulance services across Wales. Trust staff and management have pledged to work together to implement the plan.

Y Prif Weinidog: Soniais yn gynharach fod gan Ymddiriedolaeth GIG Gwasanaethau Ambiwllans Cymru erbyn hyn brif weithredwr parhaol—nid un dros dro—sef Mr Alan Murray. Mae'r ymddiriedolaeth yn cwblhau ei chynllun moderneiddio, a fydd yn edrych ar y ddarpariaeth o ran gwasanaethau ambiwlans ledled Cymru. Mae staff a rheolwyr yr ymddiriedolaeth wedi addo gweithio gyda'i gilydd i roi'r cynllun ar waith.

Lisa Francis: Montgomeryshire Community Health Council informed me today that ambulances transferring patients from Powys to Royal Shrewsbury Hospital's accident and emergency department had to wait 87 hours and 45 minutes over the accepted time of 15 minutes before offloading patients. That was for September alone. Assuming that the patients who are being kept waiting in this situation are not in a critical condition, the fact remains that people in Powys, whose condition may be critical, cannot receive assistance from an emergency ambulance crew and, therefore, suffer unnecessarily. What is being done by your Government, in so far as cross-border discussions are concerned, to try to alleviate this serious problem?

Lisa Francis: Cefais ar ddeall gan Gyngor Iechyd Cymuned Sir Drefaldwyn heddiw fod ambiwlansiau a oedd yn trosglwyddo cleifion o Bowys i adran damweiniau ac achosion brys Ysbyty Brenhinol Amwythig wedi gorfod aros 87 awr a 45 munud dros y cyfnod derbyniol o 15 munud cyn dadlwytho'u cleifion. Ffigurau ar gyfer mis Medi yn unig oedd y rheini. A chymryd nad yw'r cleifion sy'n gorfod aros fel hyn mewn cyflwr argyfyngus, mae'n wir er hynny na all pobl ym Mhowys, a hwythau o bosibl mewn cyflwr argyfyngus, dderbyn cymorth gan griw ambiwlans brys, ac felly, eu bod yn dioddef yn ddianghenraid. Beth sy'n cael ei wneud gan eich Llywodraeth, o ran trafodaethau trawsffiniol, i geisio lleddfu'r broblem ddifrifol hon?

3.00 p.m.

The First Minister: I will have to ensure that Brian Gibbons undertakes the appropriate consultations with the Welsh Ambulance Services NHS Trust and the local health board, as well as with the Minister with responsibility for health services in England, to try to reduce that problem. The Welsh ambulance trust has formulated its plan, it is consulting on the plan internally, and it will then bring it to us and we will respond in the usual way, when we have it.

On undue waits at accident and emergency departments, this is where the Welsh ambulance trust is frequently dependent on the efficient organisation of accident and emergency services to enable the paramedic team to get the sick patient out of the ambulance. The team remains responsible for the patient until the accident and emergency staff take over from it and, sometimes, that kind of delay can occur. I am not sure how many patients would make up the 87 hours that you mentioned, so perhaps you could write to Brian Gibbons, giving the details in full, and I am sure that he would want to take that up with the appropriate Minister in England.

Catherine Thomas: Last week, I informed the Minister for Health and Social Services that a petition of 37,000 signatures had been collected in my constituency opposing the proposed removal of emergency surgery services from Prince Philip Hospital. One of the main reasons for the opposition and the strength of feeling is a concern over the adequacy of the ambulance cover. Do you agree, First Minister, that this is a valid concern when my constituents are expected to accept a change in service delivery that would mean that they would have to travel up to 25 miles to Carmarthenshire to receive emergency surgery, rather than being able to have it in Llanelli, in the Prince Philip Hospital?

The First Minister: That goes right to the heart of any efficient future organisation of hospital services. The pressure from the royal colleges for certain types of training for

Y Prif Weinidog: Bydd yn rhaid imi sicrhau bod Brian Gibbons yn cynnal yr ymgynghoriadau priodol gydag Ymddiriedolaeth GIG Gwasanaethau Ambiwylans Cymru a'r bwrdd iechyd lleol, yn ogystal â chyda'r Gweinidog sy'n gyfrifol am wasanaethau iechyd yn Lloegr, er mwyn ceisio lleihau'r broblem honno. Mae ymddiriedolaeth ambiwlans Cymru wedi llunio ei chynllun, mae'n ymgynghori ynghylch y cynllun yn fewnol, a bydd yn ei gyflwyno i ni wedyn a byddwn yn ymateb yn y ffordd arferol, pan fyddwn wedi ei gael.

Gyda golwg ar yr aros gormodol am driniaeth mewn adrannau damweiniau ac achosion brys, dyma lle y mae ymddiriedolaeth ambiwlans Cymru'n dibynnu'n aml ar wasanaethau damweiniau ac achosion brys sy'n cael eu trefnu'n effeithlon er mwyn galluogi'r tîm parameddygol i gael y claf gwael o'r ambiwlans. Y tîm sy'n dal yn gyfrifol am y claf hyd nes y bydd staff yr adran damweiniau ac achosion brys yn cymryd cyfrifoldeb dros y claf ac, weithiau, gall y math hwn o oedi ddigwydd. Nid wyf yn sicr sawl claf y byddai'r 87 awr a grybwyllwyd gennych yn ei olygu, ac felly efallai y gallech ysgrifennu at Brian Gibbons, gan roi'r manylion yn llawn, ac yr wyf yn sicr y byddai am godi'r mater hwnnw gyda'r Gweinidog priodol yn Lloegr.

Catherine Thomas: Yr wythnos diwethaf, rhoddais wybod i'r Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol fod deiseb sydd â 37,000 o enwau arni wedi'i chasglu yn fy etholaeth yn gwrthwynebu cael gwared ar wasanaethau llawdriniaeth frys o Ysbyty'r Tywysog Philip. Un o'r prif resymau dros y gwrthwynebiad a chryfder y teimlad yw pryder ynghylch pa mor ddigonol yw'r ddarpariaeth ambiwlans. A ydych yn cytuno, Brif Weinidog, fod hyn yn bryder dilys pan ddisgwylir i'm hetholwyr dderbyn newid yn y gwasanaeth a ddarperir sy'n golygu y byddai'n rhaid iddynt deithio hyd at 25 milltir i sir Gaerfyrddin i gael llawdriniaeth frys, yn hytrach na'i chael yn Llanelli neu yn Ysbyty'r Tywysog Philip?

Y Prif Weinidog: Mae hynny'n mynd at wraidd unrhyw drefn effeithlon yn y dyfodol o ran cynnal gwasanaethau ysbytai. Mae'r pwysau gan y colegau brenhinol ar gyfer

junior doctors to take place where there is a frequent case mix means that there is huge pressure for there to be fewer places providing certain services, as you have to have the necessary number of cases to train the junior doctors. Secondly, everyone would like those services to be provided as close to home as possible, so you are then into this awful choice between excellent services provided as locally as possible, or local services provided as excellently as possible. By and large, if we are going down the road of providing excellent services as locally as possible, the local transport provision, via the ambulance, has to be as good as it possibly can be, to reduce unnecessary waits of the kind that you described as foremost in the minds of the people of Llanelli who signed that petition.

Helen Mary Jones: I can assure the First Minister that there were other considerations in people's minds when they were signing that petition. To come back to Lisa Francis's original question about ambulance services, I am aware of unacceptable waits, and not only cross-border waits such as those that Lisa Francis described—recent examples have been brought to my attention in Llanelli and Pembrokeshire. Obviously, one would take up those individual cases with the Minister or the trust.

However, there is a serious problem and you identified in your reply that one of the problems is in accident and emergency departments, and getting the patients out of the ambulances. I am aware that your Minister has been working on a strategy to deal with this, but I am also aware of concerns that the amount of nursing input into that strategy has not been adequate. Given that nursing staff are key in providing initial accident and emergency services, especially triage, could you have a discussion with your Minister about the concerns that the Royal College of Nursing has raised with me, to ensure that the nursing input is made in those plans so that we can rely on that for the future?

cynnal mathau penodol o hyfforddiant ar gyfer meddygon iau mewn mannau lle y ceir cymysgedd achosion niferus yn golygu bod pwysau enfawr i gael llai o fannau'n darparu rhai gwasanaethau, gan fod yn rhaid cael y nifer gofynnol o achosion i hyfforddi'r meddygon iau. Yn ail, byddai pawb yn hoffi gweld y gwasanaethau hynny'n cael eu darparu mor agos ag sy'n bosibl, ac felly cewch eich wynebu gan y dewis ofnadwy hwn rhwng gwasanaethau rhagorol a ddarperir mor lleol ag y bo modd, a gwasanaethau lleol a ddarperir mor rhagorol ag y bo modd. Ar y cyfan, os dilynwn y trywydd o ddarparu gwasanaethau rhagorol mor lleol ag y bo modd, rhaid i'r ddarpariaeth leol o ran trafndiaeth, drwy'r ambiwlans, fod cystal ag y gall fod, er mwyn lleihau'r cyfnodau aros dianghenraid o'r math a ddisgrifiwyd gennych fel y rhai sydd flaenaf ym meddyliau pobl Llanelli a lofnododd y ddeiseb honno.

Helen Mary Jones: Gallaf sicrhau'r Prif Weinidog fod gan bobl ystyriaethau eraill wrth lofnodi'r ddeiseb honno. A dod yn ôl at gwestiwn gwreiddiol Lisa Francis am wasanaethau ambiwlans, yr wyf yn ymwybodol o gyfnodau aros annerbyniol, ac nid yn unig cyfnodau aros trawsffiniol fel y rhai a ddisgrifiwyd gan Lisa Francis—cafodd enghreifftiau diweddar eu dwyn i'm sylw yn Llanelli a sir Benfro. Wrth gwrs, byddid yn trafod yr achosion unigol hynny gyda'r Gweinidog neu gyda'r ymddiriedolaeth.

Er hynny, mae gennym broblem ddifrifol a nodasoch yn eich ateb fod un o'r problemau yn yr adrannau damweiniau ac achosion brys, a chael y cleifion o'r ambiwlansiau. Yr wyf yn ymwybodol bod eich Gweinidog wedi bod yn gweithio ar strategaeth i ddelio â hyn, ond yr wyf yn ymwybodol hefyd o bryderon nad yw cyfraniad y nyrsys i'r strategaeth honno wedi bod yn ddigonol. O wybod bod y staff nyrsio yn allweddol wrth ddarparu gwasanaethau damweiniau ac achosion brys cychwynnol, yn enwedig o ran blaenoriaethu achosion, a allwch drafod gyda'ch Gweinidog y pryderon y mae'r Coleg Nyrsio Brenhinol wedi eu codi gyda mi, i sicrhau bod cyfraniad y nyrsys i'r drafodaeth yn cael ei gynnwys yn y cynlluniau hynny, fel y gallwn ddbynnu ar hynny yn y dyfodol?

The First Minister: I am glad that you know what was in the minds of all of the 37,000 people who signed Catherine Thomas's petition, Helen Mary—that is an interesting observation in itself. However, it is important that any design for change in hospital services must involve full consultation with doctors, nurses and all the other professions that are allied to medicine—the so-called PAMs—as well as the public, general practitioners and all those involved in the management of health services. No single profession can lord it over any of the others: they all have to be consulted and they all have to be on board.

Glyn Davies: I return to the point that Lisa Francis made when she asked this question, which related specifically to Shrewsbury hospital. One of the factors driving waits in ambulances is the fact that, when a patient reaches the hospital, the waiting time starts only after the patient has left the ambulance and is admitted to the hospital. The system discourages quick transfers. Will you, or your Minister, discuss this matter with your English counterparts to try to ensure that people's arrival at hospital is taken as the start time? Otherwise this sort of practice is bound to continue and will perhaps increase.

The First Minister: I think that you are right that the means by which the statistics are collected are unhelpful in this regard. Given the way in which the four-hour target starts, there is a perverse incentive for people to adapt their behaviour to try to maximise their chances of hitting that target, as always happens with any target set. That is a sad truth, but it applies to every target that has ever been set. The crucial aspect, in relation to whether this quick turnaround can occur, is whether there is bad design or inadequate resourcing of the accident and emergency department, or some other problem. To give an example, in the difficult period after the introduction of the new out-of-hours contract in Cardiff, there was a severe crisis in the management of accident and emergency services at the University Hospital of Wales. At any given time, you could see between seven and nine ambulances parked outside,

Y Prif Weinidog: Yr wyf yn falch eich bod yn gwybod beth oedd ym meddyliau pob un o'r 37,000 a lofnododd ddeiseb Catherine Thomas, Helen Mary—mae hynny'n sylw diddorol ynddo'i hun. Fodd bynnag, mae'n bwysig i unrhyw gynllun ar gyfer newid mewn gwasanaethau ysbyty gynnwys ymgynghoriad llawn â'r meddygon, y nyrsys a'r holl broffesiynau eraill sy'n gysylltiedig â meddygaeth—y PAMs fel y'u gelwir—yn ogystal â'r cyhoedd, meddygon teulu a phawb sy'n gysylltiedig â rheoli gwasanaethau iechyd. Ni all un proffesiwn dra-arglwyddiaethu ar ddim un o'r lleill: rhaid ymgynghori â phob un ohonynt ac mae'n rhaid iddynt i gyd fod yn gysylltiedig.

Glyn Davies: Dychwelaf at y pwynt a wnaed gan Lisa Francis pan ofynnodd y cwestiwn hwn, a oedd yn ymwneud yn benodol ag ysbyty Amwythig. Un o'r ffactorau sy'n gyfrifol am yr aros mewn ambiwlansiau yw'r ffaith nad yw'r amser aros, pan fydd claf yn cyrraedd yr ysbyty, ond yn cychwyn ar ôl i'r claf adael yr ambiwlans a chael ei dderbyn i'r ysbyty. Nid yw'r drefn yn annog trosglwyddiadau cyflym. A wnewch chi, neu eich Gweinidog, drafod y mater hwn gyda'ch swyddogion cyfatebol yn Lloegr i geisio sicrhau mai'r amser dechrau fydd yr amser pan fydd y claf yn cyrraedd yr ysbyty? Fel arall, mae'r math hwn o arfer yn sicr o barhau ac efallai y bydd yn cynyddu.

Y Prif Weinidog: Credaf eich bod yn gywir sef nad yw'r dull o gasglu'r ystadegau yn fuddiol yn hyn o beth. O wybod am y ffordd y mae'r targed pedair awr yn dechrau, mae rhyw gymhelliad rhyfedd i bobl addasu eu hymddygiad i geisio cynyddu eu siawns o gyrraedd y targed hwnnw, fel sy'n digwydd bob amser gydag unrhyw darged a osodir. Mae hynny'n wirionedd trist, ond mae'n wir am bob targed a osodwyd erioed. Y mater hollbwysig, o ran a oes modd cwblhau'r broses yn sydyn, yw ai cynllunio gwael sy'n gyfrifol ynteu adnoddau annigonol yn yr adrannau damweiniau ac achosion brys neu ryw broblem arall. A rhoi enghraifft, yn y cyfnod anodd ar ôl cyflwyno'r contract newydd y tu allan i oriau yng Nghaerdydd, cafwyd argyfwng difrifol wrth reoli'r gwasanaethau damweiniau ac achosion brys yn Ysbyty Prifysgol Cymru. Ar unrhyw adeg, gallech weld rhwng saith a naw ambiwlans

unable to discharge their patients. I am glad that in my recent stray visits to friends in hospital—three times recently—I have barely seen a single ambulance. That is a healthy sign, as it means that the ambulance has come, discharged its patient, and gone back out on the road. That is how it should be; ambulances should not be parked outside accident and emergency, because we are all looking for them to make a quick turnaround, so that we do not see, except possibly at peak times of demand, any ambulances parked in the accident and emergency ambulance bay.

wedi'u parcio y tu allan, nad oeddent yn gallu symud eu cleifion. Yn ystod fy ymweliadau ar hap yn ddiweddar i weld ffrindiau yn yr ysbyty—dair gwaith yn ddiweddar—yr wyf yn falch nad wyf wedi gweld yr un ambiwlans bron. Mae hynny'n arwydd iach, gan ei fod yn golygu bod yr ambiwlans wedi cyrraedd, wedi symud y claf ac wedi mynd yn ôl ar y ffordd. Dyna sut y dylai fod; ni ddylai ambiwlansiau fod wedi'u parcio y tu allan i'r adran damweiniau ac achosion brys, gan ein bod i gyd am eu gweld yn mynd yn ôl ar y ffordd yn gyflym, fel nad ydym yn gweld dim un ambiwlans wedi parcio o flaen yr adran damweiniau ac achosion brys, ac eithrio ar adegau o alw mawr o bosibl.

Datganiad Busnes Business Statement

<i>The Deputy Presiding Officer has determined that the following items of subordinate legislation need not be referred to a subject committee for extended consideration:</i>	<i>Mae'r Dirprwy Lywydd wedi penderfynu nad oes angen cyfeirio'r eitemau canlynol o is-ddeddfwriaeth i bwyllgor pwnc am ystyriaeth estynedig:</i>
<i>The Housing (Empty Dwelling Management Orders) (Prescribed Exceptions and Requirements) (Wales) Order 2006;</i>	<i>Gorchymyn Tai (Gorchymynion Rheoli Anheddau Gwag) (Eithriadau a Gofynion Rhagnodedig) (Cymru) 2006;</i>
<i>Housing (Management Orders and Empty Dwelling Management Orders) (Supplemental Provisions) (Wales) Regulations 2006;</i>	<i>Rheoliadau Tai (Gorchymynion Rheoli a Gorchymynion Rheoli Anheddau Gwag) (Darpariaethau Atodol) (Cymru) 2006;</i>
<i>The Selective Licensing of Houses (Additional Conditions) (Wales) Order 2006;</i>	<i>Gorchymyn Trwyddedu Dethol Tai (Amodau Ychwanegol) (Cymru) 2006;</i>
<i>The Selective Licensing of Houses (Specified Exemptions) (Wales) Order 2006;</i>	<i>Gorchymyn Trwyddedu Dethol Tai (Eithriadau Penodedig) (Cymru) 2006;</i>
<i>The Introductory Tenancies (Review of Decisions to Extend a Trial Period) (Wales) Regulations 2006;</i>	<i>Rheoliadau Tenantiaethau Rhagarweiniol (Adolygu Penderfyniadau i Ymestyn Cyfnod Prawf) (Cymru) 2006;</i>
<i>The Natural Environment and Rural Communities Act 2006 (Commencement) (Wales) Order 2006;</i>	<i>Gorchymyn Deddf yr Amgylchedd Naturiol a Chymunedau Gwledig 2006 (Cychwyn) (Cymru) 2006;</i>
<i>The Seed Potatoes (Fees) (Wales) (No 2) Regulations 2006; and</i>	<i>Rheoliadau Tatws Hadyd (Ffioedd) (Cymru) (Rhif 2) 2006; a</i>
<i>The Seed Potatoes (Wales) Regulations 2006.</i>	<i>Rheoliadau Tatws Hadyd (Cymru) (Rhif 2) 2006.</i>

The Business Minister (Jane Hutt): There are two changes to report to this week's business. This afternoon's motion to approve the Closures Guidance (Railway Services in England and Wales) Order 2006 has been deferred until 18 October. In view of the Secretary of State's agreement to remove from the Sex Discrimination (Public Authorities) (Statutory Duties) Order 2006 those public authorities operating wholly and exclusively in Wales, I have withdrawn tomorrow's motion to approve the Order. Business for the next three weeks is set out in the draft statement, which is available to Members on the agenda.

Y Llywydd: A oes gwrthwynebiad i'r datganiad busnes? Gwelaf fod o leiaf 10 gwrthwynebiad, felly gofynnaf i'r Gweinidog gynnig y datganiad busnes yn ffurfiol.

The Business Minister (Jane Hutt): I propose that

the National Assembly for Wales adopts the business statement.

Janet Ryder: I know that several issues were raised with you this morning, in the form of requests for statements and Plenary debates. I will highlight two of them to explain why Plaid Cymru is opposing today's business statement until we see them on the agenda.

The first request is for a debate on delayed transfers of care, which is becoming a major issue, and has been growing over a long time. We are seeing a great loss in the number of care beds, and that has an effect not just on those waiting to go into continuing care, but on those families whose relatives' operations are being cancelled. It is not an issue that should be dealt with through a written statement later this week; it is of such great concern that Plaid Cymru feels that it warrants a debate in Plenary.

The other request is for your Minister for Education, Lifelong Learning and Skills to

Y Trefnydd (Jane Hutt): Mae gennyf ddau newid i'w cyhoeddi i fusnes yr wythnos hon. Mae'r cynnig y prynhawn yma i gymeradwyo'r gorchymyn, Closures Guidance (Railway Services in England and Wales) Order 2006 wedi cael ei ohirio tan 18 Hydref. Oherwydd bod yr Ysgrifennydd Gwladol wedi cytuno i dynnu'r awdurdodau cyhoeddus hynny sy'n gweithredu'n gyfan gwbl neu'n llwyr yng Nghymru o'r Gorchymyn, Sex Discrimination (Public Authorities) (Statutory Duties) Order 2006, yr wyf wedi tynnu cynnig yfory yn ôl i gymeradwyo'r Gorchymyn. Mae'r busnes ar gyfer y tair wythnos nesaf wedi ei nodi yn y datganiad drafft, sydd ar gael i'r Aelodau ar yr agenda.

The Presiding Officer: Are there any objections to the business statement? I see that there at least 10 objections, therefore I ask that the Minister formally propose the business statement.

Y Trefnydd (Jane Hutt): **Cynigiau fod**

Cynulliad Cenedlaethol Cymru yn derbyn y datganiad busnes.

Janet Ryder: Gwn fod sawl mater wedi'u codi gyda chi y bore yma ar ffurf ceisiadau am ddatganiadau a dadleuon yn y Cyfarfod Llawn. Tynnaf sylw at ddau ohonynt i esbonio pam mae Plaid Cymru'n gwrthwynebu'r datganiad busnes heddiw hyd nes y cawn eu gweld ar yr agenda.

Y cais cyntaf yw am gael dadl ar oedi wrth drosglwyddo gofal, sy'n dod yn broblem fawr, ac sydd wedi bod yn cynyddu ers amser maith. Yr ydym yn gweld nifer fawr o welyau gofal yn cael eu colli ac mae hyn yn cael effaith nid yn unig ar y rhai sy'n disgwyl cael mynd i ofal parhaus, ond ar y teuluoedd hynny y mae llawdriniaethau eu perthnasau'n cael eu canslo. Nid drwy ddatganiad ysgrifenedig yn ddiweddarach yr wythnos hon y dylid delio â'r mater hwn; mae'n peri cymaint o bryder fel bod Plaid Cymru o'r farn y dylid cael dadl ar y mater yn y Cyfarfod Llawn.

Y cais arall yw i'ch Gweinidog dros Addysg. Dysgu Gydol Oes a Sgiliau roi datganiad i'r

make a statement to Plenary on the major changes to GCSE coursework that she has announced exclusively through the press. A fortnight ago, the day after an Education, Lifelong Learning and Skills Committee meeting, during which your Minister had the opportunity to report to us on this, but chose not to do so, the Minister made a statement in the press saying that she was going to change the coursework element. Last week, there was more detail in the press about how those changes will be put in place, but not a word to Plenary or to the committee. The Minister tells us, through the press, that her officials have been working on this for a year—why, then, has the committee not been informed of this at any time? We are now told to wait until the next committee meeting. That is not good enough. The Minister tells us her officials have been working on this matter for a year; it has major implications for schools in timetabling, teachers' time and school resources, and people need to know the details. They must be available, because the Minister keeps telling the press that they are. It is about time that she told Plenary what those details are. Plaid Cymru will oppose the business statement until she brings those details to Plenary, Business Minister. You said yourself that business for tomorrow has been deferred, so let us have those details tomorrow from the Minister for Education, Lifelong Learning and Skills.

3.10 p.m.

Lisa Francis: It is disappointing that the spiralling costs of out-of-hours services are not worthy of a statement, particularly when we heard during questions to the First Minister of the additional £6.5 million that has been required over the last two years. Insofar as your comments regarding the Minister for Education, Lifelong Learning and Skills and a potential announcement are concerned, I agree with Janet Ryder—stable doors and bolts spring to mind. It is of little consequence now that the Minister will report to the committee; it is rather late in the day. Indeed, I believe that the committee was out of the country when these announcements were made, and that shows a distinct lack of

Cyfarfod Llawn am y newidiadau pwysig i waith cwrs TGAU a gyhoeddwyd ganddi drwy'r wasg yn unig. Bythefnos yn ôl, ar ôl un o gyfarfodydd y Pwyllgor Addysg, Dysgu Gydol Oes a Sgiliau, pryd y cafodd eich Gweinidog gyfle i'n hysbysu o hyn, ond gan ddewis peidio â gwneud hynny, gwnaeth y Gweinidog ddatganiad yn y wasg yn dweud ei bod yn mynd i newid yr elfen yn ymwneud â gwaith cwrs. Yr wythnos diwethaf, cafwyd mwy o fanylion yn y wasg am sut y bydd y newidiadau hynny'n cael eu rhoi ar waith, ond ni hysbyswyd y Cyfarfod Llawn na'r pwyllgor. Dywed y Gweinidog wrthym, drwy'r wasg, fod ei swyddogion wedi bod yn gweithio ar hyn ers blwyddyn—pam, felly, na hysbyswyd y pwyllgor o hyn ar unrhyw adeg? Dywedir wrthym yn awr am aros tan gyfarfod nesaf y pwyllgor. Nid yw hynny'n ddigon da. Dywed y Gweinidog wrthym fod ei swyddogion wedi bod yn gweithio ar y mater hwn ers blwyddyn; mae gan hyn oblygiadau mawr i ysgolion o ran amserlennu, amser athrawon ac adnoddau ysgolion, ac mae ar bobl eisiau gwybod y manylion. Mae'n rhaid eu bod ar gael, oherwydd y mae'r Gweinidog yn dal i ddweud wrth y wasg eu bod ar gael. Mae'n hen bryd iddi ddweud wrth y Cyfarfod Llawn beth yw'r manylion hynny. Bydd Plaid Cymru'n gwrthwynebu'r datganiad busnes nes y bydd yn cyflwyno'r manylion hynny i'r Cyfarfod Llawn, Drefnydd. Dywedasoeh eich hun fod y busnes ar gyfer yfory wedi'i ohirio, felly gadewch inni gael y manylion hynny yfory gan y Gweinidog dros Addysg, Dysgu Gydol Oes a Sgiliau.

Lisa Francis: Mae'n siomedig nad yw costau cynyddol y gwasanaethau y tu allan i oriau yn haeddu datganiad, yn arbennig pan glywsom yn ystod y cwestiynau i'r Prif Weinidog am y £6.5 miliwn ychwanegol y bu'n rhaid ei gael yn ystod y ddwy flynedd ddiwethaf. O ran eich sylwadau ynghylch y Gweinidog dros Addysg, Dysgu Gydol Oes a Sgiliau, a chyhoeddiad posibl, cytunaf â Janet Ryder—cymryd camau yn rhy hwyr yw hyn. Nid oes fawr o ots erbyn hyn y bydd y Gweinidog yn adrodd i'r pwyllgor; mae braidd yn hwyr yn y dydd. Yn wir, credaf nad oedd y pwyllgor yn y wlad pan wnaethpwyd y cyhoeddiadau hyn, a dengys hynny ddiffyg parch mawr. Ymddengys i mi ei bod yn llawer pwysicach

respect. It seems to be far more important for your Government to make announcements to the *Western Mail* than to Plenary.

I am quite surprised that the Minister for Health and Social Services does not think that there is a problem with epilepsy. We heard earlier that we have only have 14 neurologists in Wales, and that patients are waiting eight months to see a neurologist, compared with just six weeks in England. According to Epilepsy Wales, some 20,000 to 30,000 people in Wales have the condition. So, you should have a rethink on that.

Kirsty Williams: We will also oppose the business statement, primarily on the grounds of the lack of a statement from the Minister for Health and Social Services on the costs of out-of-hours services. To put this into context, Ceredigion Local Health Board has seen costs of £700,000 more than it had anticipated. Gwynedd Local Health Board has seen costs of £1.1 million more than it had anticipated, and Powys Local Health Board, £0.5 million. This is an issue that has affected local health boards across the principality, and it has had an impact on their ability to commission other services within those areas. We need to have a discussion in Plenary about what has gone wrong, and how the Assembly Government intends to help local health boards to cope with these pressures.

On the issue raised by my colleagues regarding the behaviour of the Minister for Education, Lifelong Learning and Skills, I was astounded to receive notification from civil servants this afternoon that there was no need for an oral statement by the Minister, because there has not been a change of policy. If there has not been a change of policy, what has the Minister been crowing about in the newspapers and the media over the last few weeks? I am at a bit of a loss as to why she is advising civil servants to tell us that we do not need to have a statement because there is no change in policy. I am sure that teachers and schools would regard the announcement she has made as a change in policy, and that they would look to some

i'ch Llywodraeth wneud cyhoeddiadau i'r *Western Mail* yn hytrach nag i'r Cyfarfod Llawn.

Yr wyf yn synnu braidd nad yw'r Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol yn credu bod problem gydag epilepsi. Clywsom yn gynharach mai dim ond 14 niwrolegydd sydd gennym yng Nghymru, a bod cleifion yn aros wyth mis i weld niwrolegydd, o'i gymharu â chwe wythnos yn unig yn Lloegr. Yn ôl Epilepsi Cymru, mae'r cyflwr ar tua 20,000 i 30,000 o bobl yng Nghymru. Felly, dylech ailfeddwl am hynny.

Kirsty Williams: Byddwn ninnau hefyd yn gwrthwynebu'r datganiad busnes, yn bennaf am nad oes datganiad gan y Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol am gostau'r gwasanaethau y tu allan i oriau. O roi hyn yn ei gyd-destun, mae Bwrdd Iechyd Lleol Ceredigion wedi cael £700,000 yn fwy o gostau nag yr oedd wedi'i ragweld. Mae Bwrdd Iechyd Lleol Gwynedd wedi cael £1.1 miliwn yn fwy o gostau nag yr oedd wedi'i ragweld, a Bwrdd Iechyd Lleol Powys, £0.5 miliwn. Mae hyn yn fater sydd wedi effeithio ar fyrddau iechyd lleol ledled y dywysogaeth, ac mae wedi cael effaith ar eu gallu i gomisiynu gwasanaethau eraill o fewn yr ardaloedd hynny. Mae angen inni gael trafodaeth yn y Cyfarfod Llawn am yr hyn sydd wedi mynd o'i le, a sut y mae Llywodraeth y Cynulliad yn bwriadu helpu'r byrddau iechyd lleol i ymdopi â'r pwysau hyn.

O ran y mater a godwyd gan fy nghyd-Aelodau ynghylch ymddygiad y Gweinidog dros Addysg, Dysgu Gydol Oes a Sgiliau, cefais fy syfrdanu pan gefais fy hysbysu gan weision sifil y prynhawn yma nad oedd angen cael datganiad llafar gan y Gweinidog, oherwydd nad yw'r polisi wedi newid. Os nad oes newid wedi bod mewn polisi, ynghylch beth y mae'r Gweinidog wedi bod yn clochdar yn y papurau newydd a'r cyfryngau dros yr wythnosau diwethaf? Ni allaf ddeall pam mae'n cynghori gweision sifil i ddweud wrthym nad oes angen datganiad arnom oherwydd nad oes dim newid mewn polisi. Yr wyf yn sicr y byddai ysgolion ac athrawon o'r farn bod ei chyhoeddiad yn newid o ran polisi, ac y

guidance from the Minister on how they are supposed to implement these changes. It is a huge discourtesy to the committee and this Chamber that the Minister acts in such a way that she does not feel that it is her responsibility or her democratic duty to bring these issues to the Chamber.

I hope that the Business Minister and her Cabinet colleagues will rethink their attitudes to these requests, and will bring back a business statement next week that accommodates an opportunity to discuss these very important issues.

The Business Minister (Jane Hutt): It is always curious to hear the grounds for opposing a business statement. We had delivered a statement on the delayed transfers of care, which is a matter of concern. It is a matter of concern when there is local breakdown, not so far from us, in terms of local authorities' responsibilities. We also need to put the record straight, in that there is 98 per cent delivery across Wales in ensuring that transfers are timely as a result of assessment. There is a statement by the Minister for Health and Social Services. Also, in terms of the out-of-hours contract, we had a good airing of the issues during questions to the First Minister. We need to know where these figures come from—I refer to the figures that Jenny Randerson quoted earlier. We do not recognise these figures; please produce your evidence and the analysis of those figures so that we can look at them. In terms of the delivery of out-of-hours services, it has brought in not only new services but new jobs as a result of the GP contract. It is being closely monitored and welcomed across Wales.

In terms of education, this happens to be the time when opposition parties decide to oppose the business statement, and then they look for issues that they can challenge. Is it not good news that extra funding is being announced, particularly for gifted children in Wales? When you look at the opportunities that opposition members have to raise

byddent yn gobeithio cael rhywfaint o arweiniad gan y Gweinidog ynghylch sut y maent i fod i weithredu'r newidiadau hyn. Mae'n anghwrteisi o'r mwyaf tuag at y pwyllgor a'r Siambr hon fod y Gweinidog yn gweithredu yn y fath fodd fel nad yw'n teimlo bod ganddi gyfrifoldeb na dyletswydd ddemocrataidd i ddod â'r materion hyn i'r Siambr.

Gobeithiaf y bydd y Trefnydd a'i chyd-Weinidogion yn ailystyried eu hagweddau at y ceisiadau hyn, a chyflwyno datganiad busnes yr wythnos nesaf a fydd yn rhoi cyfle i drafod y materion hynod bwysig hyn.

Y Trefnydd (Jane Hutt): Yr wyf bob amser yn awyddus i glywed y rhesymau dros wrthwynebu datganiad busnes. Yr oeddem wedi cyflwyno datganiad ar oedi wrth drosglwyddo gofal, sydd yn peri pryder. Mae'n peri pryder, pan geir methiant yn lleol, heb fod yn bell iawn oddi wrthym, o ran cyfrifoldebau awdurdodau lleol. Mae'n rhaid inni hefyd nodi'r ffeithiau'n gywir, gan fod 98 y cant o lwyddiant ar draws Cymru o ran sicrhau bod trosglwyddiadau'n amserol o ganlyniad i asesu. Mae datganiad gan y Gweinidog dros Iechyd a Gofal Cymdeithasol. Hefyd, o ran y contract y tu allan i oriau, cawsom drafodaeth dda ar y materion yn ystod y cwestiynau i'r Prif Weinidog. Mae angen inni wybod o ble y daw'r ffigurau hyn—cyfeiriaf at y ffigurau a ddyfynnwyd gan Jenny Randerson yn gynharach. Nid ydym yn gyfarwydd â'r ffigurau hyn; cyflwynwch eich tystiolaeth os gwelwch yn dda a'r dadansoddiad o'r ffigurau hynny fel y gallwn edrych arnynt. O ran darparu'r gwasanaethau y tu allan i oriau, mae wedi arwain nid yn unig at wasanaethau newydd ond swyddi newydd hefyd o ganlyniad i'r contract meddygon teulu. Mae'n cael ei fonitro'n ofalus a'i groesawu ledled Cymru.

O ran addysg, dyma'r amser, fel y mae'n digwydd bod, pan fydd y gwrthbleidiau'n penderfynu gwrthwynebu'r datganiad busnes, ac wedyn yn chwilio am faterion y gallant eu herio. Onid yw'n newyddion da bod cyllid ychwanegol yn cael ei gyhoeddi, yn enwedig ar gyfer plant dawnus yng Nghymru? Wrth edrych ar y cyfleoedd a gaiff aelodau'r

questions with Ministers, not only in terms of Plenary and oral and written questions, but in committees in terms of their reports, their opposition to this business statement does not really hold a lot of water. However, I would like to put the record straight in terms of epilepsy because the strategy is on its way and will address the problems that Nick and others have raised.

gwrthbleidiau i ofyn cwestiynau i Weinidogion, nid yn unig yn y Cyfarfod Llawn a thrwy gwestiynau llafar ac ysgrifenedig, ond mewn pwyllgorau ynghylch eu hadroddiadau, nid yw eu gwrthwynebiad i'r datganiad busnes hwn yn dal llawer o ddŵr. Fodd bynnag, carwn sicrhau bod y sefyllfa yn gwbl eglur o ran epilepsi gan fod y strategaeth ar ei ffordd a bydd yn rhoi sylw i'r problemau y mae Nick ac eraill wedi'u codi.

Motion: O blaid 28, Ymatal 0, Yn erbyn 27.

Cynnig: For 28, Abstain 0, Against 27.

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

Andrews, Leighton
Barrett, Lorraine
Butler, Rosemary
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Andrew
Dunwoody, Tamsin
Essex, Sue
Gibbons, Brian
Gregory, Janice
Griffiths, John
Gwyther, Christine
Hart, Edwina
Hutt, Jane
Idris Jones, Denise
James, Irene
Jones, Ann
Jones, Carwyn
Lewis, Huw
Lloyd, Val
Morgan, Rhodri
Neagle, Lynne
Pugh, Alun
Sargeant, Carl
Sinclair, Karen
Thomas, Catherine
Thomas, Gwenda

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

Bates, Mick
Black, Peter
Bourne, Nick
Burnham, Eleanor
Cairns, Alun
Davies, David
Davies, Glyn
Davies, Janet
Francis, Lisa
German, Michael
Graham, William
Isherwood, Mark
Jones, Alun Ffred
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn
Jones, Laura Anne
Lloyd, David
Marek, John
Melding, David
Randerson, Jenny
Ryder, Janet
Thomas, Owen John
Thomas, Rhodri Glyn
Williams, Brynle
Williams, Kirsty
Wood, Leanne

Derbyniwyd y cynnig.

Motion carried.

Datganiad ar Ymateb Llywodraeth Cynulliad Cymru i Adroddiad y Pwyllgor ar Seilwaith y Rheilffyrdd

Statement on the Welsh Assembly Government's Response to the Report of the Rail Infrastructure Committee

The Minister for Enterprise, Innovation and Networks (Andrew Davies): In the first instance, I pay tribute to the work of the Committee on Rail Infrastructure and Improved Passenger Service. I have provided

Y Gweinidog dros Fenter, Arloesi a Rhwydweithiau (Andrew Davies): Yn y lle cyntaf, rhoddaf deyrnged i waith y Pwyllgor ar Seilwaith y Rheilffyrdd a Gwella Gwasanaethau i Deithwyr. Yr wyf wedi rhoi

a detailed response to the committee's suggestions in my written Cabinet statement dated 3 October. I welcome the committee's work and recognise the value of the suggestions contained in its final report. I am committed to improving the punctuality and quality of train services in Wales, and I will consider the committee's suggestions in the Assembly Government's forward investment plan for rail.

In June last year, I had great pleasure in opening the vale of Glamorgan passenger railway between Cardiff and Bridgend, via Rhoose and Llantwit Major, which has a dedicated bus link to Cardiff international airport. The project was funded by £17 million of investment from the Assembly Government and, in addition, I invested £2.5 million in the new interchanges at the new stations at Rhoose Cardiff international airport and Llantwit Major. Patronage on the line has grown significantly and there are now 23,000 individual journeys every month.

In September this year, I was pleased to launch the start of construction work on the new Ebbw valley rail passenger service project, which is an excellent example of the public sector working in partnership to deliver physical improvements to the communities in the Heads of the Valleys and the Ebbw valley. The total investment of public money in the scheme is £30 million. By the summer of 2007, six new railway stations will have been built and an hourly train service will operate between Ebbw Vale Parkway and Cardiff, with a dedicated bus link at Rogerstone station for Newport shopping centre. I have asked Network Rail to provide me with detailed costs for the infrastructure modifications required for running a direct rail link into Newport, and I will consider those in due course.

I am also investing in building a new railway station at Llanharan and in lengthening 41 station platforms in the Cardiff Valleys at a combined cost of £9 million. A further £18 million is being invested in enhancing the infrastructure on the line between Abercynon and Merthyr Tydfil, for the purpose of

ymateb manwl i awgrymiadau'r pwyllgor yn fy natganiad Cabinet ysgrifenedig dyddiedig 3 Hydref. Croesawaf waith y pwyllgor ac yr wyf yn cydnabod gwerth awgrymiadau ei adroddiad terfynol. Yr wyf wedi ymrwmo i wella prydlondeb ac ansawdd gwasanaethau trenau yng Nghymru, ac ystyriaf awgrymiadau'r pwyllgor ym mlaengynllun buddsoddiad Llywodraeth y Cynulliad ar gyfer y rheilffyrdd.

Ym mis Mehefin y llynedd, cefais gryn bleser wrth agor rheilffordd teithwyr Bro Morgannwg rhwng Caerdydd a Phen-y-bont ar Ogwr, drwy'r Rhws a Llanilltud Fawr, sydd â chyswllt bws penodol i faes awyr rhyngwladol Caerdydd. Cyllidwyd y prosiect gan fuddsoddiad gwerth £17 miliwn gan Lywodraeth y Cynulliad ac, ar ben hynny, buddsoddais £2.5 miliwn yn y cyfnewidfeydd newydd yn y gorsafodded newydd ym maes awyr rhyngwladol Caerdydd y Rhws a Llanilltud Fawr. Mae'r nifer sy'n defnyddio'r rheilffordd wedi tyfu'n sylweddol a gwneir 23,000 o siwrneiau unigol bob mis erbyn hyn.

Ym mis Medi eleni, yr oeddwn yn falch o lansio dechrau'r gwaith adeiladu ar gyfer prosiect gwasanaeth teithwyr rheilffordd Glyn Ebwy, sydd yn enghraifft ardderchog o'r sector cyhoeddus yn gweithio mewn partneriaeth i sicrhau gwelliannau ffisegol i gymunedau Blaenau'r Cymoedd a Glyn Ebwy. Mae cyfanswm yr arian cyhoeddus a fuddsoddir yn y cynllun yn £30 miliwn. Erbyn haf 2007, bydd chwe gorsaf reilffordd newydd wedi cael eu codi a bydd trê'n yn rhedeg bob awr rhwng Parkway Glynebwy a Chaerdydd, gyda chyswllt bws penodol yng ngorsaf Tŷ-du ar gyfer canolfan siopa Casnewydd. Yr wyf wedi gofyn i Network Rail ddarparu costau manwl ar gyfer yr addasiadau sydd eu hangen i'r seilwaith i redeg cyswllt rheilffordd uniongyrchol i Gasnewydd, a byddaf yn eu hystyried maes o law.

Yr wyf hefyd yn buddsoddi mewn adeiladu gorsaf reilffordd newydd yn Llanharan ac ymestyn 41 plattform gorsaf yng Nghymoedd Caerdydd sydd, gyda'i gilydd, yn costio £9 miliwn. Mae £18 miliwn arall yn cael ei fuddsoddi i wella seilwaith y rheilffordd rhwng Abercynon a Merthyr Tudful, er

doubling the frequency of trains and building a new railway station at Abercynon with a park-and-ride facility, and work will commence in February 2007.

Significant progress has been made in improving security for rail passengers through a joint venture between us as a Government, Arriva Trains Wales and the British Transport Police. Three organisations have invested in employing 21 BTP community support officers, as well as in a £2 million project to install closed-circuit television cameras on all trains in the current Arriva Trains Wales fleet. In addition, the station improvements programme, in which I invested £1.5 million, is now well on the way towards completion. That will provide computerised information and help points, CCTV coverage and improved lighting.

Network Rail is also investing £400 million in a project to re-signal the south Wales main line between Port Talbot and the Severn tunnel junction, and I am pleased to advise that my officials are closely involved in specifying the desired outputs of this project.

3.20 p.m.

The Railways Act 2005 gave the Assembly important new powers and responsibilities for rail services. The Assembly Government now manages the Wales and borders railway franchise operated by Arriva Trains Wales. Since the introduction of the standard pattern timetable in December 2005, the punctuality of the service has improved and Arriva Trains Wales is now performing ahead of its contractual performance targets. However, I recognise that further improvements are necessary in terms of reliability, seating capacity at peak times and the overall quality of the journey experience. I am in dialogue, through regular meetings, with the managing director of Arriva Trains Wales, as well as with the consumer watchdog organisation, Passenger Focus, which I am meeting this evening and tomorrow to agree a forward action plan for improving journey experiences across the whole of Wales.

mwyn dyblu amllder y trenau ac adeiladu gorsaf reilffordd newydd yn Abercynon gyda chyfleuster parcio a theithio, a bydd y gwaith yn dechrau ym mis Chwefror 2007.

Mae cynnydd sylweddol wedi cael ei wneud o ran gwella diogelwch teithwyr trên drwy fenter ar y cyd rhyngom ni'r Llywodraeth, Trenau Arriva Cymru a Heddlu Trafnidiaeth Prydain. Mae'r tri sefydliad wedi buddsoddi mewn cyflogi 21 o swyddogion cymorth cymunedol Heddlu Trafnidiaeth Prydain, yn ogystal ag mewn prosiect £2 miliwn i osod camerâu teledu cylch cyfyng ar bob trên yn fflyd gyfredol Trenau Arriva Cymru. Yn ogystal â hynny, mae'r rhaglen i wella gorsafoddd, y buddsoddais £1.5 miliwn ynddi, bellach bron â chael ei chwblhau. Bydd honno'n darparu gwybodaeth gyfrifiadurol a phwyntiau cymorth, camerâu teledu cylch cyfyng a goleuadau gwell.

Mae Network Rail hefyd yn buddsoddi £400 miliwn mewn prosiect i osod signalau newydd ar hyd prif reilffordd de Cymru rhwng Port Talbot a thwnnel Hafren, ac yr wyf yn falch o ddweud bod fy swyddogion yn ymwneud yn agos â phennu'r canlyniadau a ddymunir oddi wrth y prosiect hwn.

Rhoddodd Deddf Rheilffyrdd 2005 bwerau a chyfrifoldebau newydd pwysig i'r Cynulliad o ran gwasanaethau rheilffyrdd. Mae Llywodraeth y Cynulliad bellach yn rheoli masnachfaint rheilffordd Cymru a'r Gororau a weithredir gan Drenau Arriva Cymru. Ers cyflwyno'r amserlen patrwm safonol ym mis Rhagfyr 2005, mae prydlondeb y gwasanaeth wedi gwella ac mae Trenau Arriva Cymru bellach yn rhagori ar y targedau perfformiad a bennir yn ei gontract. Fodd bynnag, yr wyf yn cydnabod bod angen rhagor o welliannau o ran bod yn ddibynadwy, nifer y seddi sydd ar gael ar yr adegau prysuraf ac ansawdd cyffredinol profiad pobl o'r siwrnai. Drwy gyfrwng cyfarfodydd rheolaidd yr wyf yn cynnal deialog gyda rheolwr gyfarwyddwr Trenau Arriva Cymru, yn ogystal â'r mudiad sy'n gofalu am ddefnyddwyr, Passenger Focus. Yr wyf yn cwrdd â hwnnw heno ac yfory i gytuno ar flaengynllun gweithredu ar gyfer gwella profiadau pobl o siwrneiau dros Gymru gyfan.

In December this year, 12 modern class-175 trains will join the Arriva Trains Wales fleet as direct replacements for the older class 158 rolling stock, and the incoming trains will be deployed on the long-distance routes between Holyhead and Cardiff, and west Wales and Manchester. At the same time, I am investing in the deployment of class 150 trains on the Wrexham to Bidston line for the purpose of increasing seating capacity and improving train reliability.

Looking further ahead, I can advise that the Assembly Government is leading an activity known as the Wales rail planning assessment, which is an evidence-based study that forecasts various scenarios of demand growth. The output of the rail planning assessment will influence the Assembly Government's regional transport strategies and also Network Rail's route utilisation strategy for Wales. The evidence contained within the Wales rail planning assessment will also contribute towards the formulation of the Department for Transport's high-level output statement for the entire railway network in England and Wales. I will make clear to the Secretary of State for Transport, when I meet him later this month, the importance of Wales receiving a significant allocation of funding through the high-level output statement process.

To conclude, the written Cabinet statement that I published last week is clear about how I will deal with the suggestions contained in the final report of the Committee on Rail Infrastructure and Improved Passenger Service. I will seriously consider the committee's suggestions in the context of my ongoing programme of investment in the railway network. I therefore commend to Members the Government's response to the committee's report and I look forward to hearing my colleagues' comments.

Janet Davies: I am a little disappointed with the Minister's response today; it seems to be about what the Government has been doing, or will be doing, rather than a reply to the committee's requests. Your written response was much more helpful, Minister.

Ym mis Rhagfyr eleni, bydd 12 trên dosbarth 175 modern yn ymuno â fflyd Trenau Arriva Cymru er mwyn cymryd lle'r cerbydau dosbarth 158 hŷn. Defnyddir y trenau newydd ar y llwybrau hir rhwng Caerdybi a Chaerdydd, a gorllewin Cymru a Manceinion. Ar yr un pryd, yr wyf yn buddsoddi mewn defnyddio trenau dosbarth 150 ar reilffordd Wrecsam i Bidston er mwyn cynyddu nifer y seddi sydd ar gael a gwella dibynadwyedd y trenau.

Wrth edrych ymhellach tua'r dyfodol, gallaf eich hysbysu bod Llywodraeth y Cynulliad yn arwain gweithgarwch o'r enw asesiad cynllunio rheilffyrdd Cymru, sydd yn astudiaeth ar sail tystiolaeth sy'n rhagweld amgylchiadau gwahanol o ran twf yn y galw. Bydd allbwn yr asesiad cynllunio rheilffyrdd yn dylanwadu ar strategaethau trafndiaeth rhanbarthol Llywodraeth y Cynulliad a strategaeth defnyddio llwybrau Network Rail ar gyfer Cymru. Bydd tystiolaeth asesiad cynllunio rheilffyrdd Cymru hefyd yn cyfrannu at lunio datganiad allbwn lefel uchel yr Adran Drafndiaeth ar gyfer yr holl rwydwaith rheilffyrdd yng Nghymru a Lloegr. Pan fyddaf yn cwrdd â'r Ysgrifennydd Gwladol dros Drafndiaeth yn nes ymlaen yn ystod y mis, byddaf yn egluro pa mor bwysig ydyw bod Cymru'n derbyn dyraniad sylweddol o gyllid drwy'r broses datganiad allbwn lefel uchel.

I gloi, mae'r datganiad Cabinet ysgrifenedig a gyhoeddais yr wythnos diwethaf yn glir o ran sut y byddaf yn delio â'r awgrymiadau sydd yn adroddiad terfynol y Pwyllgor ar Seilwaith y Rheilffyrdd a Gwella Gwasanaethau i Deithwyr. Byddaf yn ystyried awgrymiadau'r pwyllgor o ddifrif yng nghyd-destun fy rhaglen barhaus o fuddsoddiad yn y rhwydwaith rheilffyrdd. Yr wyf, gan hynny, yn cymeradwyo i'r Aelodau ymateb y Llywodraeth i adroddiad y pwyllgor ac edrychaf ymlaen at glywed sylwadau fy nghyd-Aelodau.

Janet Davies: Yr wyf ychydig yn siomedig ag ymateb y Gweinidog heddiw; ymddengys ei fod yn sôn am yr hyn y mae'r Llywodraeth wedi bod yn ei wneud, neu'r hyn y bydd yn ei wneud, yn hytrach nag ateb ceisiadau'r pwyllgor. Yr oedd eich ymateb ysgrifenedig

yn fwy defnyddiol o lawer, Weinidog.

This committee was set up to review passenger services throughout Wales and to consider areas in which supplementary action is needed. That requires a broad strategic approach. I am pleased that you are undertaking the rail assessment study and I look forward to its outcomes.

Sefydlwyd y pwyllgor hwn i adolygu gwasanaethau teithwyr ledled Cymru ac ystyried meysydd lle y mae angen gweithredu ychwanegol. Mae hynny'n galw am ddull gweithredu strategol eang. Yr wyf yn falch eich bod yn cynnal yr astudiaeth asesiad rheilffyrdd ac edrychaf ymlaen at ei chanlyniadau.

You have put some of the committee's ideas into place, as you said, for example, there will be extra rolling stock and an increased amount of rolling stock is expected in December. However, on the other feasibility studies that have taken place, on which you simply comment, what finance can you allocate to implement the results of those studies?

Yr ydych wedi rhoi rhai o syniadau'r pwyllgor ar waith, fel y dywedasoch, er enghraifft, ceir cerbydau ychwanegol a disgwylir mwy o gerbydau ym mis Rhagfyr, Fodd bynnag, o ran yr astudiaethau dichonoldeb eraill a gynhaliwyd, y rhai yr ydych wedi cyflwyno sylwadau arnynt yn unig, pa gyllid y gallwch ei ddyrannu i roi canlyniadau'r astudiaethau hynny ar waith?

On the committee's recommendations to have one fast north-south rail service per day, I recognise that you cannot currently find a train pathway, but it would be a good idea to flag that up, so to speak, and to register interest in that. Given the various ongoing Network Rail improvements throughout England and Wales, it could be that, in two, three or four years' time, it might be possible to implement those recommendations. I am rather disappointed that you just pushed that aside.

Ynglŷn ag argymhellion y pwyllgor i gael un gwasanaeth rheilffordd gogledd-de cyflym bob dydd, yr wyf yn cydnabod na allwch ddod o hyd i lwybr trŵn ar hyn o bryd, ond byddai'n syniad da mynd ar drywydd hynny, fel petai, a chofrestru diddordeb yn hynny. O ystyried y gwelliannau amrywiol sy'n digwydd ar hyn o bryd gan Network Rail ledled Cymru a Lloegr, efallai y byddai'n bosibl rhoi'r argymhellion hynny ar waith ymhenn dwy, tair neu bedair blynedd. Yr wyf ychydig yn siomedig eich bod wedi bwrw hynny o'r neilltu.

Andrew Davies: I did not want to repeat what I said in my written statement last week; I wanted to give a more detailed response so that Members would have time in which to consider their responses—much more time than you would have had following an oral statement. To avoid repeating what I said in my written statement, I commented on some of the investments and proposals currently under way. There is a significant investment programme for rail; it is certainly the biggest that there has been for decades in Wales. We are now seeing the problems of success with the rail passenger service growing by 10 per cent annually, which is significantly above the rate for the whole of the UK.

Andrew Davies: Nid oeddwn am ailadrodd yr hyn a ddywedais yn fy natganiad ysgrifenedig yr wythnos diwethaf; yr oeddwn am roi ateb manylach er mwyn i'r Aelodau gael amser i ystyried eu hymatebion—llawer mwy o amser nag a gaech ar ôl datganiad llafar. Er mwyn osgoi ailadrodd yr hyn a ddywedais yn fy natganiad ysgrifenedig, cyflwynais sylwadau ar rai o'r buddsoddiadau a'r cynigion sydd ar waith ar hyn o bryd. Ceir rhaglen fuddsoddi sylweddol ar gyfer rheilffyrdd; yn ddiaw dyma'r mwyaf a fu yng Nghymru ers degawdau. Yr ydym yn awr yn gweld problemau llwyddiant wrth i'r gwasanaeth teithwyr rheilffyrdd dyfu 10 y cant bob blwyddyn, sydd yn uwch o lawer na chyfradd y DU yn ei chyfanrwydd.

The whole point of having feasibility studies is to scope the robustness of a business case

Diben cynnal astudiaethau dichonoldeb yw canfod pa mor gadarn yw'r achos busnes ar

for enhanced investment in any of the projects that have been identified, both within the committee's report and our ongoing report. I mentioned, for example, the feasibility study that I have commissioned from Network Rail on phase 2 of the Ebbw valley railway, which was taking services from Ebbw Vale Parkway to Newport. Until we know the cost of that, as is the case with any feasibility study, it is premature to say how much there will be and whether money is ring-fenced for that. Until we have the results of that, it would be premature to identify the funding. However, we are going into a budget planning round. As I said, significant investment is already being made and, no doubt, colleagues will be able to make their comments about budget priorities in the normal way through the committee system and, eventually, in Plenary.

On the fast north-south route, as you acknowledged, in my written statement I said that capacity problems have been identified by Arriva Trains Wales and Network Rail in terms of existing capacity. If we were to introduce a fast north-south or south-north service, that would have repercussions for the existing timetable. However, we are always open to suggestions, and this will be kept as something that we might consider if those capacity issues can be addressed at some time in the future. There was previously a fast service, but with the introduction of the standard pattern timetable and the two-hourly service, that fast service was no longer feasible.

Lisa Francis: Minister, regarding that fast service between north and south Wales, you said in your written statement that you were looking at putting business class accommodation coaches on that service. That would be a welcome addition. Can you give us an idea of when that would occur?

Looking at improvements to the infrastructure, to improve constraints at Gowerton, that would be of huge benefit to the Heart of Wales line, but would also be

gyfer buddsoddi rhagor yn unrhyw un o'r prosiectau a nodwyd, yn adroddiad y pwyllgor ac yn ein hadroddiad parhaus. Er enghraifft, soniais am yr astudiaeth ddichonoldeb a gomisiynais gan Network Rail ar gam 2 rheilffordd Glyn Ebwy sef rhedeg gwasanaethau o Parkway Glynebwy i Gasnewydd. Nes y byddwn yn gwybod cost hynny, yn yr un modd â chydag unrhyw astudiaeth ddichonoldeb, mae'n rhy fuan i ddweud faint a fydd ac a oes arian wedi cael ei glustnodi ar gyfer hynny ai peidio. Nes y cawn ganlyniadau hynny, byddai'n rhy fuan i ddweud faint yw'r cyllid. Fodd bynnag, yr ydym ar drothwy cylch cynllunio'r gyllideb. Fel y dywedais, mae buddsoddiad sylweddol eisoes yn cael ei wneud ac, yn ddiau, bydd cyd-Aelodau yn gallu cyflwyno eu sylwadau am flaenoriaethau'r gyllideb yn y ffordd arferol drwy'r system pwyllgor ac, yn y pen draw, mewn Cyfarfod Llawn.

Gyda golwg ar y llwybr gogledd-de cyflym, fel y bu ichi gydnabod, dywedais yn fy natganiad ysgrifenedig fod Trenau Arriva Cymru a Network Rail wedi canfod problemau o ran y capasiti sydd ar gael ar hyn o bryd. Petaem yn cyflwyno gwasanaeth gogledd-de neu de-gogledd cyflym, byddai hynny'n effeithio ar yr amserlen gyfredol. Fodd bynnag, yr ydym bob amser yn fodlon ystyried awgrymiadau, a byddwn yn cadw hyn mewn cof fel rhywbeth y byddai modd inni ei ystyried petai modd rhoi sylw i'r problemau capasiti hynny ryw bryd yn y dyfodol. Bu gwasanaeth cyflym o'r blaen, ond drwy gyflwyno'r amserlen patrwm safonol a'r gwasanaeth bob dwy awr, nid oedd y gwasanaeth cyflym hwnnw'n ymarferol mwyach.

Lisa Francis: Weinidog, gyda golwg ar y gwasanaeth cyflym hwnnw rhwng y gogledd a'r de, dywedasoeh yn eich datganiad ysgrifenedig eich bod yn ystyried gosod cerbydau llety dosbarth busnes ar y gwasanaeth hwnnw. Croesewid yr ychwanegiad hwnnw. A allwch roi syniad inni ynghylch pryd y byddai hynny'n digwydd?

Ac edrych ar y gwelliannau i'r seilwaith, i wella'r cyfyngiadau yn Nhref-gŵyr, byddai hynny o fudd enfawr i reilffordd Calon Cymru, ond byddai hefyd yn bwysig i

important to business and to those travelling between areas to the west of Swansea—Carmarthenshire and Pembrokeshire—and London on a daily basis. Network Rail apparently intends to replace the existing single-span railway bridge over the Loughor in 2009-10. However, how often in Wales have we heard the phrase, ‘Network Rail intends’? It reminds me a bit of the well-known phrase in David Copperfield, ‘Barkis is willing’. A precise time would be beneficial with regard to when it intends to replace the bridge. Its headquarters may be in Swindon, but, at times, it treats Wales as a far-flung colonial outpost on the Irrawaddy river, where the post boat just calls in every 12 weeks or so. Can we prevail upon the Minister to secure a precise time for this work to take place so that we have a double-width span on the bridge to make sufficient provision for the redoubling of the line in future? Similarly, we require information about a precise date for the work required to remove the constraint at a new crossover point where the Ebbw Vale line meets the south Wales mainline. I note that, again, you have asked Network Rail to provide detailed costs on that work, but we must also have detailed dates and timescales.

I note from the written statement that you have facilitated a number of public stakeholder meetings for the purposes of generating information and feedback on the question of increasing the number of passing loops on the Cambrian line to increase the frequency of the service and to relieve overcrowding. Further details on that would be appreciated. The extra service of the two additional cars for this line this autumn is very welcome, and I would like you to consider extending that commitment beyond 2006, because that has been vital to supporting services, especially at peak times.

Finally, can you give any indication of how you intend to monitor rigorously the Wales and borders franchise and Arriva Trains Wales, so that remedial action may be taken where necessary, holding Arriva particularly

fusnesau a'r rhai sy'n teithio rhwng ardaloedd i'r gorllewin o Abertawe—sir Gaerfyrddin a sir Benfro—a Llundain bob dydd. I bob golwg mae Network Rail yn bwriadu disodli'r bont reilffordd un rhychwant dros afon Llwchwr yn 2009-10. Fodd bynnag, pa mor aml yr ydym yng Nghymru wedi clywed y frawddeg 'mae Network Rail yn bwriadu'? Mae'n fy atgoffa o'r frawddeg adnabyddus yn David Copperfield, 'Barkis is willing'. Byddai amser penodol yn fuddiol o ran pryd y mae'n bwriadu rhoi pont newydd. Efallai fod ei bencadlys yn Swindon, ond, ar adegau, mae'n trin Cymru fel rhyw le pellennig mewn trefedigaeth ar lan afon Irrawaddy, lle y bydd y cwch post yn galw bob rhyw 12 wythnos. A allwn ddarbwylo'r Gweinidog i sicrhau amser penodol ar gyfer y gwaith hwn er mwyn inni gael rhychwant lled dwbl ar y bont hon i sicrhau digon o ddarpariaeth ar gyfer cynyddu'r rheilffordd yn y dyfodol? Yn yr un modd, mae angen gwybodaeth arnom am ddyddiad penodol ar gyfer y gwaith sydd ei angen i ddiddymu'r cyfyngiad mewn man croesi newydd lle y mae rheilffordd Glynebwy'n cwrdd â phrif reilffordd de Cymru. Nodaf eich bod, unwaith eto, wedi gofyn i Network Rail ddarparu costau manwl ar gyfer y gwaith hwnnw, ond mae angen dyddiadau ac amserlenni manwl arnom hefyd.

Nodaf oddi wrth eich datganiad ysgrifenedig eich bod wedi hwyluso nifer o gyfarfodydd rhanddeiliaid cyhoeddus er mwyn casglu gwybodaeth ac adborth ynghylch cynyddu nifer y dolenni pasio ar reilffordd y Cambrian er mwyn cynyddu amllder y gwasanaeth a lliniaru'r problemau gorlenwi. Byddem yn gwerthfawrogi rhagor o fanylion ynghylch hynny. Croesewir gwasanaeth ychwanegol y ddau gerbyd ychwanegol ar gyfer y rheilffordd hon yn ystod yr hydref yn fawr iawn, a hoffwn ichi ystyried ymestyn yr ymrwymiad hwnnw ar ôl 2006, oherwydd y mae hynny wedi bod yn hollbwysig i gefnogi gwasanaethau, yn enwedig yn ystod y cyfnodau prysuraf.

Yn olaf, a allwch ddweud wrthym sut yr ydych yn bwriadu monitro masnachfraint Cymru a'r Gororau a Threnau Arriva Cymru yn drwyadl, er mwyn gallu cymryd camau adferol pan fo angen, gan alw Arriva i gyfrif

closely to account? Looking at recent passenger surveys—and I notice that you mention Passenger Focus in your statement—it is interesting to note that the same things that irritated Arriva passengers last year are still irritating them.

3.30 p.m.

Therefore, 43 per cent were dissatisfied with the toilets; 20 per cent were dissatisfied with the level of comfort and overcrowding; 33 per cent were dissatisfied with the cleanliness; and 42 per cent were dissatisfied with how the company dealt with train delays. Those are not issues of cost or infrastructure; to me, they are issues with service. It is time we told Arriva what sort of service we expect. Can you give us your assurance that you will hold Arriva properly accountable for the £140 million per annum that it has received from your Government?

Andrew Davies: I am always rather amused when I hear Conservative spokespersons criticising the current railway system when it was they who privatised rail, for which their UK shadow spokesperson has officially apologised. While the Tories are in confessional mood, will their spokesperson apologise for the fragmentation and the privatisation of the service, which we, as a Government, now have to deal with?

To get back to the response, in terms of business services, we have been in discussion with Arriva Trains Wales about upgrading the north-south service. I will write to you with the details of where we are on the implementation. As I said, 12 new class-175 trains will be introduced in December, which will significantly improve the service. I travel on that route quite regularly. The major problems that we have now are ones of capacity. Often, the rolling stock is just not big enough to accommodate the demand for the service. There are also issues about cleanliness on the trains, which Arriva Trains Wales has acknowledged. Having more modern 175 trains should go a long way towards improving passenger comfort and safety, as well as cleanliness on the trains, and reliability.

yn arbennig o ofalus? Ac edrych ar arolygon teithwyr diweddar—a sylwaf ichi enwi Passenger Focus yn eich datganiad—mae'n ddi-ddorol sylwi bod yr un pethau a oedd yn poeni teithwyr Arriva y llynedd yn dal i'w poeni.

Felly, yr oedd 43 y cant yn anfodlon â'r toiledau; yr oedd 20 y cant yn anfodlon â'r lefel o ran bod yn gyfforddus a'r gorlenwi; yr oedd 33 y cant yn anfodlon â'r glendid; ac yr oedd 42 y cant yn anfodlon â'r ffordd yr oedd y cwmni'n delio â threnau hwyr. Nid materion cost na seilwaith yw'r rheini; i mi, materion yn ymwneud â'r gwasanaeth ydynt. Mae'n bryd inni ddweud wrth Arriva pa fath o wasanaeth yr ydym yn ei ddisgwyl. A allwch roi sicrwydd inni y byddwch yn dal Arriva yn atebol fel sy'n briodol am y £140 miliwn y flwyddyn y mae wedi'i dderbyn gan eich Llywodraeth?

Andrew Davies: Mae bob amser i'w weld braidd yn ddigrif i mi pan glywaf lefarwyr y Ceidwadwyr yn beirniadu'r system reilffyrdd gyfredol gan mai hwy a breifateiddiodd y rheilffyrdd, ac mae llefarydd gwrthblaid y DU wedi ymddiheuro'n swyddogol am hynny. Tra bo'r Torïaid mewn hwyliau cyffesu, a wnaiff eu llefarydd ymddiheuro am ddarnio a phreifateiddio'r gwasanaeth, rhywbeth yr ydym ni, fel Llywodraeth, yn gorfod delio ag ef yn awr?

A dod yn ôl at yr ateb, o ran gwasanaethau busnes, yr ydym wedi bod yn cynnal trafodaethau gyda Threnau Arriva Cymru ynghylch uwchraddio'r gwasanaeth rhwng y gogledd a'r de. Ysgrifennaf atoch i fanylu ar y sefyllfa ar hyn o bryd o ran y gweithredu. Fel y dywedais, bydd 12 o drenau dosbarth 175 newydd yn cael eu cyflwyno ym mis Rhagfyr, a fydd yn gwella'r gwasanaeth yn sylweddol. Yr wyf yn teithio ar y llwybr hwnnw'n bur reolaidd. Y problemau mwyaf sydd gennym yn awr yw problemau capasiti. Yn aml, nid yw'r cerbydau'n ddigon mawr i ddiwallu'r galw am y gwasanaeth. Mae problemau hefyd ynglŷn â glendid ar y trenau, ac mae Trenau Arriva Cymru wedi cydnabod hynny. Dylai cael rhagor o drenau 175 modern wneud llawer i wella cysur a diogelwch teithwyr, yn ogystal â glendid ar y

trenau, a dibynadwyedd.

On the fundamental issue of monitoring the franchise, I meet the managing director of Arriva Trains Wales every three months, and we have robust conversations about performance. To be fair to Arriva, if you look at the performance across the whole of the franchise, you will see significant improvement, particularly on the Cardiff Valley Lines. I acknowledge that there are particular problems on the Cambrian Coast line but, to a large extent, that is because of infrastructure problems in the West Midlands. It is less so in Wales but the improvements that we have planned should address those issues. We have to accept that improvements will not be in the short term but rather in the medium term. I will write to you to give you an update on that.

To be fair to Network Rail, again, there has been significant improvement, certainly in terms of our relationship, which has improved substantially. I meet Robbie Burns, the western route director regularly. To say that Network Rail's promises are not satisfactory or that it does not deliver is not true. I pointed out in my response its £400 million investment in renewing the signalling on the south Wales line. When I met with Network Rail at the start of that work, I was taken to the Port Talbot signal box, where I saw for myself that the signalling equipment was pre-Beeching. It is over 40 years old. Therefore, a £400 million-worth investment over the next few years, which also includes re-signalling at Newport and the rebuilding of the railway station, is a significant commitment by Network Rail. There are big challenges. Network Rail is not shirking from them, and I intend to hold the company to the promises and commitments that it has made.

In terms of stakeholder meetings, we meet regularly with a range of interested parties. In fact, we will be holding the first of the stakeholder meetings of interest in the English border counties before the end of this year. We will be meeting stakeholders to discuss the quality of services there with

O ran mater sylfaenol monitro'r fasnachfaint, byddaf yn cwrdd â rheolwr gyfarwyddwr Trenau Arriva Cymru bob tri mis, a byddwn yn cael sgysiau trylwyr am berfformiad. A bod yn deg ag Arriva, os edrychwch ar y perfformiad ar draws y fasnachfaint gyfan, fe welwch welliant sylweddol, yn enwedig ar Gledrau Cymoedd Caerdydd. Yr wyf yn cydnabod bod problemau arbennig ar reilffordd Arfordir y Cambrian ond, i raddau helaeth, mae hynny oherwydd problemau seilwaith yng Ngorllewin Canolbarth Lloegr. Nid yw hynny cynddrwg yng Nghymru ond dylai'r gwelliannau sydd wedi cael eu cynllunio gennym fynd i'r afael â'r materion hynny. Rhaid inni dderbyn na ddaw gwelliannau yn y tymor byr ond yn hytrach yn y tymor canolig. Ysgrifennaf atoch i roi'r wybodaeth ddiweddaraf am hynny.

A bod yn deg â Network Rail, eto, bu gwelliant sylweddol, yn sicr o ran ein perthynas, sydd wedi gwella'n fawr. Byddaf yn cwrdd â Robbie Burns, cyfarwyddwr llwybr y gorllewin, yn rheolaidd. Nid yw'n wir dweud nad yw addewidion Network Rail yn foddhaol neu nad yw'n cyflawni ei addewidion. Tynnais sylw yn fy ymateb at ei fuddsoddiad £400 miliwn mewn adnewyddu'r signalau ar reilffordd y de. Pan gyfarfûm â Network Rail ar ddechrau'r gwaith hwnnw, aed â mi i flwch signalau Port Talbot, lle y gwelais drosof fy hun fod y cyfarpar signalau yno ers cyn cyfnod Beeching. Mae dros 40 mlwydd oed. Felly, mae buddsoddiad gwerth £400 miliwn dros y blynyddoedd nesaf, sydd hefyd yn cynnwys ailosod y signalau yng Nghasnewdd ac ailgodi gorsaf y rheilffordd, yn ymrwymiad o bwys gan Network Rail. Mae sialensau mawr. Nid yw Network Rail yn ceisio eu hosgoi, ac yr wyf yn bwriadu sicrhau bod y cwmni'n cyflawni'r addewidion a'r ymrwymadau y mae wedi'u gwneud.

O ran cyfarfodydd rhanddeiliaid, yr ydym yn cwrdd yn rheolaidd ag amryw o gyrff sydd â buddiant. Yn wir, byddwn yn cynnal y cyntaf o'r cyfarfodydd rhanddeiliaid sydd â buddiant yn siroedd gorau Lloegr cyn diwedd y flwyddyn hon. Byddwn yn cwrdd â rhanddeiliaid i drafod ansawdd y

local authorities and others, as well as meeting organisations such as Passenger Focus.

In terms of monitoring the franchise, Arriva knows that we hold it to account, and we are robust in doing so. We now have a dedicated rail team of people from the industry, who understand the industry and who, in terms of their discussions with Arriva, Network Rail and First Great Western, are very robust and hold those organisations to account.

Eleanor Burnham: I will refer briefly, as usual, to the north-south issue. I am very dismayed, Minister. I was at a rail committee meeting, the Chester—*[Interruption.]*

The Presiding Officer: Order. I have called you to speak. I am sorry if that does not fit in with the order given to me by party whips. For the information of the house, as we say, I am selecting members of the committee to speak to ensure that they get in. I will then select, as is my right, other Members as appropriate.

Eleanor Burnham: I was at the Shrewsbury-Chester Rail Users' Association meeting last night. As a gentleman said, whose name I shall not reveal in case he loses his job, there is no point in his encouraging people to use the railway if, when they use it, the service is absolutely appalling. He is paid by partnerships somewhere in Wales to do with trains, and I thought that his comment was indicative of my experience and the experience of my long-suffering constituents, who will probably vote with their feet, or will not bother to vote at all next year.

It is a long way from north Wales to the Assembly, Minister, and, quite frankly, saying that you will consider introducing business class is just not acceptable. I do not want business class; I just want clean, reliable trains that are on time and that go faster than they do now—sometimes, I want to get out and push them. It takes five hours to travel from Holyhead to Cardiff. I do not mind admitting that, like a lot of people, I

gwasanaethau yno gydag awdurdodau lleol ac eraill, yn ogystal â chwrdd â sefydliadau fel Passenger Focus.

O ran monitro'r fasnachfaint, mae Arriva'n gwybod ein bod yn ei ddal i gyfrif, ac yr ydym yn drylwyr wrth wneud hynny. Erbyn hyn mae gennym dîm rheilffyrdd pwrpasol o bobl o'r diwydiant, sy'n deall y diwydiant ac sydd, o ran eu trafodaethau ag Arriva, Network Rail a First Great Western, yn gadarn iawn ac yn dal y cyrff hynny i gyfrif.

Eleanor Burnham: Cyfeiriaf yn fyr, fel arfer, at fater y gogledd a'r de. Yr wyf wedi fy siomi, Weinidog. Yr oeddwn mewn cyfarfod o bwyllgor rheilffyrdd, Caer—*[Torri ar draws.]*

Y Llywydd: Trefn. Yr wyf wedi eich galw i siarad. Mae'n ddrwg gennyf os nad yw hynny'n cyd-fynd â'r drefn a roddwyd imi gan chwipiau'r pleidiau. Er gwybodaeth i'r tŷ, fel y dywedwn, yr wyf yn dethol aelodau o'r pwyllgor i siarad i sicrhau eu bod yn cael eu tro. Byddaf wedyn, yn unol â'm hawl, yn dethol Aelodau eraill fel sy'n briodol.

Eleanor Burnham: Yr oeddwn yng nghyfarfod Cymdeithas Defnyddwyr Rheilffyrdd Amwythig-Caer neithiwr. Fel y dywedodd gŵr bonheddig, nad wyf am ddatgelu ei enw rhag ofn iddo gollu ei swydd, nid oes dim diben iddo annog pobl i ddefnyddio'r rheilffordd os yw'r gwasanaeth, pan fyddant yn ei ddefnyddio, yn gwbl ofnadwy. Mae'n cael ei dalu gan bartneriaethau yng Nghymru yn rhywle sy'n ymwneud â'r trenau, a theimlwn fod ei sylw yn adlewyrchu fy mhrofiad i a phrofiad fy etholwyr hiramyneddgar, a fydd yn ôl pob tebyg yn pleidleisio gyda'u traed, neu ni fyddant yn trafferthu pleidleisio o gwbl y flwyddyn nesaf.

Mae'n ffordd bell o'r gogledd i'r Cynulliad, Weinidog, ac, yn gwbl onest, nid yw dweud y byddwch yn ystyried cyflwyno dosbarth busnes yn dderbyniol. Nid oes arnaf eisiau dosbarth busnes; y cyfan y mae arnaf ei eisiau yw trenau glân, dibynadwy, sydd yn brydlon ac sy'n mynd yn gyflymach nag a wnânt ar hyn o bryd—weithiau, bydd arnaf eisiau mynd allan a'u gwthio. Mae'n cymryd pum awr i deithio o Gaerdybi i Gaerdydd. Ni

was up at 5 a.m. this morning, and I was on the platform, bright and breezy, at 6 a.m. in case I missed the train. As usual, people were coming up to me explaining how appalled they were with the service. You have been taken for a ride by Arriva, and it is about time that you stopped it. If the Tibetans, with oxygen masks, can have a decent service in the Himalayas, I am sure that we can manage it in Wales. Minister, get your finger out and do something positive; otherwise, next year, people in north Wales will wonder what the hell we are doing in the Assembly. Forgive my language.

Andrew Davies: Let me now introduce a note of sanity to the proceedings. Eleanor Burnham has made these accusations before. However, if you look at the official records in terms of Arriva Trains Wales's performance, on the north-south service and other services, you will see that performance has improved. I did not say that we would consider improved services; what I said to Lisa Francis was that I would write to her and make the correspondence available to other Members. I said that I would get information about the introduction of business services, which for Members and others would be invaluable.

It to say that the service is appalling does not fit with the facts. There is often room for improvement, but certainly, in my experience of the service, and, in fact, in the experience of tourism operators from north Wales, with whom I had a lunchtime meeting, who had come down on the train and who use the service frequently, it has improved. We are not saying that it is perfect, and there is a long way to go, but, with the introduction of the 12 new class-175 trains in December, the service will improve in reliability, comfort and cleanliness for passengers. We are making significant progress, but we are not being complacent, and we recognise that there is still some way to go.

Carl Sargeant: Minister, I welcome the statement made today, particularly the announcement on the Wrexham to Bidston line. It is key for the economy of Flintshire and Wrexham to build into the economy of

waeth gennyf gyfaddef fy mod, fel llawer o bobl, ar fy nhraed am 5am y bore yma, ac yr oeddwn ar y platfform, yn sionc a heini, am 6am rhag ofn imi golli'r trê. Fel arfer, yr oedd pobl yn dod ataf gan esbonio fel y maent yn arswydo at y gwasanaeth. Mae Arriva wedi eich twyllo, ac mae'n bryd ichi roi terfyn ar hynny. Os yw'r Tibetiaid, gyda masgiau ocsigen, yn gallu cael gwasanaeth teilwng yn yr Himalaya, yr wyf yn siŵr y gallwn wneud hynny yng Nghymru. Weinidog, tynnwch yr ewinedd o'r blew a gwnewch rywbeth cadarnhaol; fel arall, y flwyddyn nesaf, bydd pobl yn y gogledd yn dechrau meddwl beth ddiawl yr ydym yn ei wneud yn y Cynulliad. Maddeuwch fy araith.

Andrew Davies: Gadewch i mi yn awr ddod â nodyn o bwyll i'r drafodaeth. Mae Eleanor Burnham wedi gwneud y cyhuddiadau hyn o'r blaen. Fodd bynnag, os edrychwch ar y cofnodion swyddogol am berfformiad Trenau Arriva Cymru, ar y gwasanaeth o'r gogledd i'r de a gwasanaethau eraill, fe welwch fod y perfformiad wedi gwella. Ni ddywedais y byddem yn ystyried gwell gwasanaeth; yr hyn a ddywedais wrth Lisa Francis oedd y byddwn yn ysgrifennu ati ac yn rhyddhau'r ohebiaeth i Aelodau eraill. Dywedais y byddwn yn cael gwybodaeth ynghylch cyflwyno gwasanaethau busnes, a fyddai'n amhrisiadwy i Aelodau ac eraill

Nid yw dweud bod y gwasanaeth yn ofnadwy yn cyd-fynd â'r ffeithiau. Mae lle i wella yn aml, ond yn sicr, yn ôl fy mhrofiad i o'r gwasanaeth, ac, yn wir, yn ôl profiad gweithredwyr twristiaeth o'r gogledd, y cyfarfûm â hwy amser cinio, a oedd wedi dod i lawr ar y trê ac sy'n defnyddio'r gwasanaeth yn aml, mae wedi gwella. Nid ydym yn dweud ei fod yn berffaith, ac mae ffordd bell i fynd, ond, yn sgîl cyflwyno'r 12 trê dosbarth 175 newydd ym mis Rhagfyr, bydd y gwasanaeth yn gwella o ran dibynadwyedd, cysur a glendid i deithwyr. Yr ydym yn gwneud cynnydd sylweddol, ond nid ydym yn hunanfodlon, ac yr ydym yn cydnabod bod cryn ffordd i fynd eto.

Carl Sargeant: Weinidog, yr wyf yn croesawu'r datganiad a wnaethpwyd heddiw, yn arbennig y cyhoeddiad am y rheilffordd rhwng Wrecsam a Bidston. Mae'n allweddol er mwyn i economi sir y Fflint a Wrecsam

the north west of England, and I think that the electrification of that line would be of benefit. I note from your comments that huge investment is being made on the Ebbw vale line and I would like to see similar investment on the Wrexham to Bidston line, particularly with regard to electrification.

My colleague, Eleanor Burnham, made an interesting comment about pushing the train. That would certainly be worth watching if Brynle and I were sitting on it. [*Laughter.*] On a serious note, constituents are welcoming the new two-hourly timetable, which runs back and forth between north and south. However, people's perceptions also need to be addressed, and, considering the £140 million that we pay to Arriva each year, it should be accountable and aware of people's comments. I received a comment from someone this morning who said that they did not know whether Mr Bunker's replacement ever came back to me with the answers to the questions that I raised, but, from their personal experiences with a second-rate outfit, nothing has changed for the better, and, if anything, it has got even worse.

3.40 p.m.

I may not agree entirely with his comments, but there is room for improvement. Again, we witness week-in, week-out the difficulties that Arriva is having with its rolling stock, and its quality and cleanliness. Let us not forget that the staff who work for Arriva are committed and they work extremely hard, given the conditions. However, things need to get better to ensure the first-class railway service that the people of Wales deserve.

Andrew Davies: Together with the Merseyside Passenger Transport Executive, we have commissioned Network Rail to do a full engineering feasibility study on upgrading the Wrexham to Bidston line, including its electrification. We know that any electrification project will be very expensive indeed, and, in view of some of the comments made by colleagues about other investments—whether improving or doubling the line west of Gowerton, or investment on

gael bod yn rhan o economi gogledd-orllewin Lloegr, a chredaf y byddai trydaneiddio'r rheilffordd honno o fudd. Nodaf yn ôl eich sylwadau fod buddsoddiad enfawr yn cael ei wneud ar reilffordd Glyn Ebwy a hoffwn weld buddsoddiad tebyg ar reilffordd Wrecsam i Bidston, yn enwedig o ran trydaneiddio.

Cyflwynodd fy nghyd-Aelod, Eleanor Burnham, sylw diddorol ynghylch gwthio'r trê. Byddai hynny'n sicr yn werth ei wylio pe bai Brynle a minnau'n eistedd arno. [*Chwerthin.*] Ar nodyn difrifol, mae etholwyr yn croesawu'r amserlen newydd bob dwyawr, sy'n rhedeg yn ôl ac ymlaen rhwng y gogledd a'r de. Fodd bynnag, mae angen rhoi sylw hefyd i'r hyn y mae pobl yn ei feddwl, ac, o ystyried y £140 miliwn yr ydym yn ei dalu i Arriva bob blwyddyn, dylai fod yn atebol ac yn ymwybodol o sylwadau pobl. Cefais sylw oddi wrth rywun y bore yma yn dweud nad oedd yn gwybod a ddaeth olynnydd Mr Bunker yn ôl ataf o gwbl gydag atebion i'r cwestiynau a godais, ond, yn ôl ei brofiadau personol gyda chwmni eilradd, nid oes dim wedi newid er gwell, ac, os rhywbeth, mae wedi mynd yn waeth fyth.

Efallai nad wyf yn cytuno'n llwyr â'i sylwadau, ond mae lle i wella. Eto, yr ydym yn gweld o wythnos i wythnos yr anawsterau y mae Arriva yn eu cael gyda'i gerbydau, a'u hansawdd a'u glendid. Peidiwn ag anghofio bod y staff sy'n gweithio i Arriva yn ymroddgar a'u bod yn gweithio'n hynod o galed, o ystyried yr amodau. Fodd bynnag, mae angen i bethau wella er mwyn sicrhau'r gwasanaeth rheilffordd o'r radd flaenaf y mae pobl Cymru'n ei haeddu.

Andrew Davies: Ynghyd â Gweithrediaeth Trafnidiaeth Teithwyr Glannau Mersi, yr ydym wedi comisiynu Network Rail i gynnal astudiaeth ddichonoldeb lawn ynghylch peirianeg ynglŷn ag uwchraddio rheilffordd Wrecsam i Bidston, gan gynnwys ei thrydaneiddio. Gwyddom y bydd unrhyw brosiect trydaneiddio yn ddruad iawn, iawn, ac, o ystyried rhai o'r sylwadau a gyflwynwyd gan gyd-Aelodau am fuddsoddiadau eraill—boed hynny'n wella

the Heart of Wales line or the Cambrian Coast line—there are clearly many pressures on the system, and significant investment is required. Therefore, following my response to Janet Davies, we will need to look at the feasibility study and at the costs involved.

However, coming back to the general service, as I said, we are not complacent. Arriva Trains Wales knows that it is expected to improve its performance, on top of the improvement that it has already made. On the quality of passengers' experience regarding comfort, safety and cleanliness, we have made it clear to Arriva that there must be a significant improvement, and we are discussing how we can put that into the franchise in terms of performance.

The Presiding Officer: I call Leighton Andrews, and then John Marek, as Chair of the committee.

Leighton Andrews: I congratulate you, Minister, on not being deflected from some of the proposals that you already have in progress. Many of us were concerned that this committee might be hijacked to take investment away from lines that are well used by commuters to be spent on lines that are less well used. Therefore, I wish to place on record the importance of the investment in the Valley Lines, to ensure that they can take six-coach trains—an investment programme that you already have under way. Are you yet able to report on the feasibility study that has been commissioned, particularly on the Treherbert line? The Assembly Government's investment in additional British Transport Police will be welcome on the Valley Lines.

Andrew Davies: The greatest pressure on infrastructures occurs on the Valley Lines, given the greatest daily use of those lines. If you take the whole Cardiff Valleys area, including Newport, and through to Swansea, you see that we are approaching an almost metropolitan density in terms of the rail network, the pressures on it and the use of it.

neu ddyblu'r rheilffordd i'r gorllewin o Dre-gŵyr, neu'n fuddsoddi ar reilffordd Calon Cymru neu reilffordd Arfordir y Cambrian—mae'n amlwg bod llawer o bwysau ar y system, ac mae angen buddsoddiad sylweddol. Felly, yn sgîl fy ateb i Janet Davies, bydd angen inni edrych ar yr astudiaeth ddichonoldeb a'r costau dan sylw.

Fodd bynnag, a dod yn ôl at y gwasanaeth cyffredinol, fel y dywedais, nid ydym yn hunanfodlon. Mae Trenau Arriva Cymru yn gwybod bod disgwyl iddynt wella eu perfformiad, ar ben y gwelliant sydd wedi cael ei wneud yn barod. Ynglŷn ag ansawdd profiad teithwyr o ran bod yn gyfforddus, diogelwch a glendid, yr ydym wedi ei gwneud yn glir i Arriva fod yn rhaid cael gwelliant sylweddol, ac yr ydym yn trafod sut y gallwn gynnwys hynny yn y fasnachfrait o safbwynt perfformiad.

Y Llywydd: Galwaf ar Leighton Andrews, ac yna John Marek, fel Cadeirydd y pwyllgor.

Leighton Andrews: Yr wyf yn eich llongyfarch, Weinidog, ar beidio â chael eich troi oddi wrth rai o'r cynigion sydd ar y gweill gennych yn barod. Yr oedd llawer ohonom yn bryderus y gallai'r pwyllgor hwn gael ei herwgipio i dynnu'r buddsoddiad oddi wrth reilffyrdd y mae cymudwyr yn gwneud defnydd helaeth ohonynt er mwyn ei wario ar reilffyrdd nad oes cymaint o ddefnyddio arnynt. Felly, yr wyf am gofnodi pwysigrwydd y buddsoddiad yng Nghledrau'r Cymoedd, i sicrhau y gallant gymryd trenau chwe cherbyd—rhaglen fuddsoddi sydd eisoes ar y gweill gennych. A ydych yn gallu rhoi adroddiad eto am yr astudiaeth ddichonoldeb a gomisiynwyd, yn enwedig ar reilffordd Treherbert? Bydd buddsoddiad Llywodraeth y Cynulliad i gael rhagor o Heddlu Trafnidiaeth Prydain yn cael ei goesawu ar Gledrau'r Cymoedd.

Andrew Davies: Ar Gledrau'r Cymoedd y ceir y pwysau mwyaf ar y seilwaith, o ystyried mai ar y rheilffyrdd hynny y ceir y defnydd mwyaf o ddydd i ddydd. Os edrychwch ar ardal Cymoedd Caerdydd yn ei chyfanrwydd, gan gynnwys Casnewydd, a chyn belled ag Abertawe, fe welwch ein bod yn agosáu at ddwysedd sydd bron yn

You referred to our investment in lengthening stations, and one of our biggest problems is that stations are too short for the longer trains. There is a £2.5 million investment to lengthen station platforms on the Treherbert line so that trains can take up to six coaches, as there is constraint at present. However, I will write to you in more detail about that.

What was your last point, Leighton?

Leighton Andrews: It was on the British Transport Police.

Andrew Davies: It is a big issue. One of the major issues to come up in passenger surveys, particularly for women, is safety, particularly at night and in isolated communities. Therefore, the investment that we are making in closed-circuit television, and in the 21 additional British Transport Police community support officers has made a significant contribution to improving passenger safety. There is still some way to go, as I have said on the rest of the service, but we are ahead of the rest of the UK in addressing these issues. At a UK level, the Transport Select Committee is looking at the very issue of passenger safety. We have a good story to tell about what we have done in Wales to try to address some of those challenges.

John Marek: I thank the Minister for his generally helpful statement, which of course was on the results of the committee's deliberations and, of course, those deliberations were endorsed by the National Assembly in Plenary. However, when the Minister talks about the commitment to improving punctuality and says that performance has improved, is he aware that this has basically been done by Arriva's lengthening journey times? Is he aware that the Holyhead train that arrives in Newport at 12.58 p.m. is clocked out at 1.01 p.m., and is given 27 minutes to get to Cardiff—a journey that normally takes 13 minutes? Is he aware that these trains tend, therefore, to be more on time than they were in the past and will he encourage Arriva to improve performance by

fetropolitan o ran y rhwydwaith rheilffyrdd, y pwysau arno a'r defnydd a wneir arno. Cyfeiriasoch at ein buddsoddiad mewn ymestyn gorsafoedd, ac un o'n problemau mwyaf yw bod gorsafoedd yn rhy fyr ar gyfer y trenau hwy. Mae buddsoddiad £2.5 miliwn i ymestyn platfformau gorsafoedd ar reilffordd Treherbert fel bod modd i'r trenau dynnu hyd at chwe cherbyd, gan fod cyfyngiadau ar hyn o bryd. Fodd bynnag, ysgrifennaf atoch yn fwy manwl am hynny.

Beth oedd eich pwynt olaf, Leighton?

Leighton Andrews: Yr oedd yn ymwneud â Heddlu Trafnidiaeth Prydain.

Andrew Davies: Mae'n fater mawr. Un o'r prif faterion sy'n codi mewn arolygon teithwyr, yn enwedig i fenywod, yw diogelwch, yn enwedig yn y nos ac mewn cymunedau anghysbell. Felly, mae'r buddsoddiad yr ydym yn ei wneud mewn teledu cylch cyfyng, a'r 21 swyddog cymorth cymunedol ychwanegol gyda Heddlu Trafnidiaeth Prydain wedi cyfrannu'n sylweddol tuag at wella diogelwch teithwyr. Mae tipyn i'w wneud eto, fel yr wyf wedi dweud am weddill y gwasanaeth, ond yr ydym o flaen gweddill y DU o ran mynd i'r afael â'r materion hyn. Ar lefel y DU, mae'r Pwyllgor Dethol ar Drafnidiaeth yn edrych yn benodol ar fater diogelwch teithwyr. Mae gennym stori dda i'w dweud am yr hyn yr ydym wedi ei wneud yng Nghymru i geisio mynd i'r afael â rhai o'r heriau hynny.

John Marek: Diolchaf i'r Gweinidog am ei ddatganiad, a oedd o gymorth yn gyffredinol ac yn ymwneud wrth gwrs â ffrwyth trafodaethau'r pwyllgor ac, wrth gwrs, cymeradwywyd y trafodaethau hynny gan y Cynulliad Cenedlaethol yn y Cyfarfod Llawn. Fodd bynnag, er bod y Gweinidog wedi sôn am yr ymrwymiad i wella prydlondeb ac wedi dweud bod y perfformiad wedi gwella, a yw'n sylweddoli bod hynny wedi'i gyflawni, yn y bôn, drwy ymestyn amseroedd y teithiau gan Arriva? A yw'n gwybod bod y trê'n o Gaergybi sydd yn cyrraedd Casnewydd am 12.58 p.m. yn cael ei gloccio allan am 1.01 p.m., a'i fod yn cael 27 funud i gyrraedd Caerdydd—taith sydd yn cymryd 13 munud fel arfer? A yw'n ymwybodol bod y trenau hynny felly'n tueddu i fod yn fwy prydlon

improving efficiency and not simply by lengthening journey times?

Is the Minister aware that he mentioned north Wales only in passing in his statement? He mentioned Holyhead once and the Wrexham to Bidston line once—the rest of the statement was concerned with south Wales. Is he aware that, while those improvements in south Wales are necessary, he is part of the Government of all of Wales and that he should consider central and north Wales in a balanced programme?

On fast north-south services, the Minister states in his written statement that

‘the route between Shrewsbury and Newport is already at capacity’.

Is he aware that there are only three trains in two hours in either direction? Even with 15-minute block sections, the Minister must surely—and I hope that he will investigate this—come to the conclusion that there is capacity there. Finally, is he aware that as far as the north-south service not having any pathing is concerned, the train operating companies are continually in touch with each other and have timetabling meetings in order to tweak paths so that what individual companies wish to do can come about? It may not be done next week, but if there is the will it can be done for next year. We can have a fast north-south Wales service if people want one.

Andrew Davies: On your point about capacity, I will follow that up and write to you, John. On your point about specific references to north Wales, most of the issues raised in the committee’s report were about south Wales; that is why my response focused on south Wales, because it was on what the committee recommended. I made reference to the Wrexham to Bidston line, because that was the sixth recommendation in the committee’s report, but there were also

nag yr oeddent yn y gorffennol ac a wnaiff annog Arriva i wella ei berfformiad drwy wella effeithlonrwydd yn hytrach na thrwy ymestyn amseroedd y teithiau?

A yw’r Gweinidog yn ymwybodol mai dim ond wrth fynd heibio y soniodd am y gogledd yn ei ddatganiad? Soniodd am Gaerdybi unwaith ac am y rheilffordd rhwng Wrecsam a Bidston unwaith—yr oedd gweddill y datganiad yn ymwneud â’r de. A yw’n ymwybodol, er bod y gwelliannau hynny yn y de’n angenrheidiol, ei fod yn rhan o Lywodraeth i Gymru gyfan ac y dylai ystyried y canolbarth a’r gogledd mewn rhaglen gytbwys?

Ynghylch gwasanaethau cyflym rhwng y de a’r gogledd, dywed y Gweinidog yn ei ddatganiad ysgrifenedig fod

y rheilffordd rhwng Amwythig a Chasnewydd yn cael ei defnyddio’n llawn eisoes.

A yw’n gwybod mai dim ond tri thrên a geir bob dwy awr i’r ddau gyfeiriad? Hyd yn oed o gael hydoedd bloc 15 munud—ac yr wyf yn gobeithio y gwnaiff y Gweinidog ymchwilio i hyn—mae’n sicr o ddod i’r casgliad bod capasiti ar gael. Yn olaf, a yw’n gwybod, gyda golwg ar y ffaith nad oes pennu llwybrau’n digwydd o ran y gwasanaeth o’r gogledd i’r de, fod y cwmnïau trenau mewn cysylltiad â’i gilydd yn barhaus a’u bod yn cynnal cyfarfodydd amserlennu er mwyn addasu llwybrau fel y gellir gwireddu dymuniadau cwmnïau neilltuol? Efallai na wneir hynny yr wythnos nesaf ond, os oes ewyllys i wneud hynny, gellir ei wneud ar gyfer y flwyddyn nesaf. Gallwn gael gwasanaeth cyflym rhwng y de a’r gogledd os yw pobl yn dymuno hynny.

Andrew Davies: Ynghylch y pwynt a wnaethoch ynglŷn â chapasiti, af ar ôl hynny ac ysgrifennaf atoch, John. Ynghylch y pwynt a wnaethoch am gyfeiriadau penodol at y gogledd, yr oedd y rhan fwyaf o’r materion a godwyd yn adroddiad y pwyllgor yn ymwneud â’r de; dyna pam yr oedd fy ymateb yn ymwneud â’r de’n bennaf, gan ei fod yn cyfeirio at argymhellion y pwyllgor. Cyfeiriais at y rheilffordd rhwng Wrecsam a Bidston, gan mai hynny oedd y chweched

references to mid-Wales lines, which, again, I referred to in my response. I was responding to your committee's report, not necessarily referring to the priorities across Wales as I see them.

On timings and performance, there has been a significant improvement, particularly on the Valleys lines, but Arriva Trains Wales and we recognise that the current franchise arrangements do not help to improve performance in significant ways, and we are discussing with Arriva how we could make those timings more flexible. That would not be a way of letting Arriva off the hook, but of having a much more robust system in terms of monitoring performance.

On the north-south issue and train operating companies negotiating or discussing this, clearly, there is scope for that, but it is not always true that there will be a gentleman's agreement. In many cases, particularly on the south Wales lines, there is competition between First Great Western and Arriva Trains Wales, so it is not always true that they will agree timetabling matters. For example, there is a particular issue that will come up at the end of this year with First Great Western and the introduction of the new timetable. We have a major issue with First Great Western with, I think, the 3.15 p.m. from London to Paddington, which will end in Cardiff and will not go on to Swansea. We have made it clear that we are not happy about that, and it is an issue that I will be discussing with Douglas Alexander in a few weeks' time. I know that I speak for Assembly Members, Members of Parliament and rail users across the whole of south Wales in objecting to that proposal. Therefore, where we can get agreement between train operating companies, we will, and we will encourage them to do that. Where there is no agreement, there are ways of addressing those issues, either directly or through the Department for Transport.

The Presiding Officer: We are well out of time for this statement, but if the Minister is amenable, and I see that he is, I propose to

argymhelliad yn adroddiad y pwyllgor, ond yr oedd cyfeiriadau at reilffyrdd y canolbarth hefyd, a chyfeiriais atynt, yn yr un modd, yn fy ymateb. Ymateb yr oeddwn i adroddiad eich pwyllgor, heb gyfeirio o reidrwydd at y blaenoriaethau ledled Cymru fel yr wyf fi'n eu gweld.

Ynghylch amseriadau a pherfformiad, cafwyd gwelliant sylweddol, yn enwedig ar reilffyrdd y Cymoedd, ond mae Trenau Arriva Cymru, fel ninnau, yn cydnabod nad yw'r trefniadau masnachfaint presennol o gymorth i wella perfformiad yn sylweddol, ac yr ydym yn trafod gydag Arriva sut y gallem beri i'r amseriadau hynny fod yn fwy hyblyg. Nid modd i achub croen Arriva fyddai hynny, ond modd i gael system lawer mwy dibynadwy o fesur perfformiad.

Ynghylch y mater sydd yn ymwneud â'r gwasanaeth rhwng y de a'r gogledd a'r negodi neu'r trafod ar hynny gan y cwmnïau trenau, mae'n amlwg bod lle i hynny, ond nid yw'n wir y ceir dealltwriaeth gwŷr bob amser. Mewn llawer achos, yn enwedig ar reilffyrdd y de, ceir cystadlu rhwng First Great Western a Trenau Arriva Cymru, felly nid yw bob amser yn wir y byddant yn cytuno ar faterion sydd yn ymwneud ag amserlennu. Er enghraifft, bydd mater penodol yn codi ar ddiwedd y flwyddyn hon mewn cysylltiad â First Great Western a chyflwyno'r amserlen newydd. Mae cryn anghydweld rhyngom a First Great Western ynghylch y gwasanaeth am 3.15 p.m., yr wyf yn credu, rhwng Llundain a Paddington, a fydd yn gorffen yng Nghaerdydd ac na fydd yn mynd ymlaen i Abertawe. Yr ydym wedi egluro nad ydym yn fodlon ar hynny, a byddaf yn trafod y mater hwnnw gyda Douglas Alexander ymhen rhai wythnosau. Gwn fy mod yn siarad ar ran Aelodau'r Cynulliad, Aelodau Seneddol a defnyddwyr rheilffyrdd ledled y de wrth wrthwynebu'r bwriad hwnnw. Felly, os gallwn gael cytundeb rhwng cwmnïau trenau, gwnawn hynny, ac fe'u hanogwn i gytuno. Os na cheir cytundeb, mae modd ymdrin â'r materion hynny, un ai'n uniongyrchol neu drwy'r Adran Drafnidiaeth.

Y Llywydd: Mae'r amser ar gyfer y datganiad hwn wedi hen ddod i ben, ond os yw'r Gweinidog yn fodlon, ac yr wyf yn

extend the statement to accommodate the five Members who have indicated that they wish to speak, and also because I take the view that committee reports, and the hard work that Members put into committees, deserve better than a response by statement and should be the subject of proper debate. I set that down as a marker for the future.

3.50 p.m.

Janet Ryder: Minister, like everyone else, I welcome the investment in the Bidston line and would like to see improvements in the north-south links; however, I would like to raise a further issue, Minister. I am sure that you are aware of the ongoing negotiations to develop the Wrexham, Shropshire and Marylebone railway project, which would mean a direct link from Wrexham to London. If that was stabled in Wrexham, it would bring immense benefits to the whole of north-east Wales, boosting the economy of the whole region and probably stretching into west Wales as well. What is needed is capital investment in Wrexham railway station to provide that stabling and doubts seem to be arising as to whether that capital will be forthcoming. I ask you to consider carefully the economic impact on the area if we were able to get that London link developed and the great loss to the economy if the stabling ended up in Shrewsbury because Wales failed to invest in it. I urge you to support this capital investment, Minister.

Andrew Davies: The proposal for a service from Wrexham, through Shrewsbury, to Marylebone is an interesting one. It is a departure from the existing franchise arrangements because it will be what is called 'open access', therefore, there are still many issues to be resolved, not least of which is the capacity of that service and how it will interface with other franchise operators, for example, Arriva Trains Wales. We think that it is an interesting, if not an exciting proposal. I have had meetings with Karen Sinclair about this issue and I have asked my officials to look at what assistance we might be able to provide to Wrexham, bearing in mind that it is not within an assisted area.

gweld ei fod, bwriadaf ymestyn y datganiad er mwyn cynnwys y pum Aelod sydd wedi nodi eu bod yn dymuno siarad, a hefyd am fy mod o'r farn bod adroddiadau pwyllgorau, a'r gwaith caled a wnaiff Aelodau mewn pwyllgorau, yn haeddu mwy nag ymateb drwy ddatganiad ac y dylent fod yn destun dadl iawn. Nodaf hynny fel arwydd ar gyfer y dyfodol.

Janet Ryder: Weinidog, fel pawb arall, croesawaf y buddsoddi yn rheilffordd Bidston a charwn weld gwelliannau i'r cysylltiadau rhwng y de a'r gogledd; fodd bynnag, hoffwn godi mater arall, Weinidog. Yr wyf yn siŵr y gwyddoch am y negodiadau sydd yn mynd ymlaen i ddatblygu prosiect rheilffordd Wrecsam, swydd Amwythig a Marylebone, a olygai greu cyswllt uniongyrchol rhwng Wrecsam a Llundain. Pe byddai'r stablu ar gyfer hynny yn Wrecsam, gallai ddod â buddion aruthrol i'r cyfan o'r gogledd-ddwyrain, gan hybu economi'r rhanbarth cyfan ac ymestyn i'r gorllewin hefyd, yn ôl pob tebyg. Yr hyn sydd ei angen yw buddsoddiad cyfalaf yng ngorsaf reilffordd Wrecsam i ddarparu stablu o'r fath ac mae'n ymddangos bod amheuan yn codi ynghylch a fydd cyfalaf o'r fath ar gael. Gofynnaf ichi ystyried yn ofalus yr effaith ar economi'r ardal pe gallem sicrhau datblygu'r cyswllt hwnnw â Llundain a'r golled fawr i'r economi pe byddai'r stablu yn Amwythig am fod Cymru wedi methu â buddsoddi ynddo. Fe'ch anogaf i gefnogi'r buddsoddiad cyfalaf hwn, Weinidog.

Andrew Davies: Mae'r cynnig ar gyfer gwasanaeth o Wrecsam, drwy Amwythig, i orsaf Marylebone yn un diddorol. Mae'n mynd yn groes i'r trefniadau masnachfrait presennol gan mai'r hyn a elwir yn gynllun 'mynediad agored' fydd, felly mae llawer o faterion i'w datrys eto sef, yn anad dim, beth fydd capasiti'r gwasanaeth hwnnw a beth fydd y cysylltiad rhynddo a'r gweithredwyr masnachfrait eraill, fel Trenau Arriva Cymru, er enghraifft. Yr ydym yn credu ei fod yn gynnig diddorol, os nad yn un cyffrous. Yr wyf wedi cynnal cyfarfodydd gyda Karen Sinclair ynghylch y mater hwn ac yr wyf wedi gofyn i'm swyddogion pa gymorth y gallem ei gynnig i Wrecsam, gan

Therefore, in terms of our capacity for directly helping companies in Wrexham—as we would in the assisted areas of Wales—our room for manoeuvre is more limited. Nevertheless, I have asked officials to see what can be done to help develop what could be an interesting service.

Christine Chapman: I welcome your statement, Minister, and the detail included in last week's written statement. The enhancements on the Valleys lines are very welcome; we have already seen some improvements, particularly in Cynon Valley—we have half-hourly services and longer platforms. I am pleased to hear about the improvements between Abercynon and Merthyr and the new railway station at Abercynon. You will be well accustomed to my representations on improving capacity between Aberdare and Cardiff, which have focused recently on the overcrowding problem that we experience during rush hours.

I want to change focus a bit today and ask the Minister what is being done to try to promote more travel in the other direction. We know that passenger travel has increased substantially in recent years, but that is largely due to a greater number of people travelling southwards to work. What is the Welsh Assembly Government doing to get more people travelling up the Valleys? This is about exploiting the tourism potential that we have up there. We know that Cardiff is an increasingly well-visited city and we need to advertise travel to the Valleys, which are within easy reach as a result of this extra investment in the Valleys lines. This would complement the leisure and tourism element of the Heads of the Valleys strategy. I have had a constructive meeting with Bob Holland and we talked about this matter, however, I think that we can do a lot more. Therefore, Minister, what discussions have you had with Arriva on this issue?

Andrew Davies: I have had extensive discussions with Arriva over the last few

gofio nad yw mewn ardal a gynorthwyr. Felly, o ran ein gallu i gynnig cymorth uniongyrchol i gwmniau yn Wrecsam—fel y byddem yn gwneud yn yr ardaloedd a gynorthwyr yng Nghymru—nid oes gennym gymaint o le i symud. Er hynny, yr wyf wedi gofyn i swyddogion weld beth y gellir ei wneud i helpu i ddatblygu gwasanaeth a allai fod yn un diddorol.

Christine Chapman: Croesawaf eich datganiad, Weinidog, a'r manylion a gafwyd yn y datganiad ysgrifenedig yr wythnos diwethaf. Mae'r gwelliannau i reilffyrdd y Cymoedd i'w croesawu'n fawr; gwelsom rai gwelliannau eisoes, yn enwedig yng Nghwm Cynon—mae gennym wasanaethau bob hanner awr a phlatfformau hwy. Yr wyf yn falch o glywed am y gwelliannau rhwng Abercynon a Merthyr ac am yr orsaf reilffordd newydd yn Abercynon. Byddwch wedi hen arfer â'm sylwadau ynghylch gwella'r capasiti rhwng Aberdâr a Chaerdydd, sydd wedi canolbwyntio'n bennaf yn ddiweddar ar y broblem o ran gorlenwi trenau a brofwn yn ystod yr oriau prysur.

Dymunaf newid pwyslais ychydig heddiw a gofyn i'r Gweinidog beth a wneir i geisio hybu mwy o deithio i'r cyfeiriad arall. Gwyddom fod nifer y teithwyr wedi codi'n sylweddol yn y blynyddoedd diwethaf, ond mae hynny'n ganlyniad yn bennaf i'r nifer fawr o bobl sydd yn teithio tua'r de i'w gwaith. Beth y mae Llywodraeth Cynulliad Cymru'n ei wneud i beri i fwy o bobl deithio i fyny'r Cymoedd? Mae hyn yn ymwneud ag elwa ar y potensial o ran twristiaeth sydd gennym i fyny yn y fan honno. Gwyddom fod mwy a mwy o bobl yn ymweld â Chaerdydd a rhaid inni hysbysebu teithiau i'r Cymoedd, sydd o fewn cyrraedd hwylus oherwydd y buddsoddi ychwanegol hwn yn rheilffyrdd y Cymoedd. Byddai hynny'n ategu'r elfen hamdden a thwristiaeth yn strategaeth Blaenau'r Cymoedd. Yr wyf wedi cynnal cyfarfod buddiol gyda Bob Holland a siaradasom am y mater hwn. Fodd bynnag, credaf y gallwn wneud llawer mwy. Felly, Weinidog, pa drafodaethau yr ydych wedi eu cynnal gydag Arriva am y mater hwn?

Andrew Davies: Yr wyf wedi cynnal trafodaethau cynhwysfawr gydag Arriva dros

years about how we can use standard gauge railways to improve the visitor experience. We have been promoting the great little railways of Wales, but the standard gauge railways go through some beautiful areas of countryside, not least in the Valleys. On the Heads of the Valleys programme, there will be three themes over the next three years: the first, this year, will concern environmental enhancement, the second year will involve town-centre regeneration, and the third year will concentrate on tourism. We will want to work with the local authorities, my officials, Visit Wales and others, including yourself and other Members from the Valleys, to discuss ways in which we can address the issue that you raised, which is how we can open up the Valleys to greater numbers of visitors. The railway services have improved, but a great deal of investment is needed to ensure that the infrastructure is in place for visitors, be that in the form of cafes, restaurants or hotels or other infrastructure. However, the third year of the Heads of the Valleys programme offers an opportunity to identify some major investments to address that very issue.

Kirsty Williams: I thank the committee for its hard work, and Eleanor Burnham in particular, who, self-evidently from her contribution to the committee, was a more-than-adequate replacement for me during my maternity leave.

Your written statement of last week, Minister, outlined that you are carrying out six engineering feasibility studies and a review of the timetable. Turning to that review first, do you acknowledge that the single pattern timetable has actually led to a less-than-convenient timetable for passengers travelling on the Heart of Wales line? Can you indicate when the review that you are currently carrying out will report?

As I said, six engineering feasibility studies are being undertaken at present in response to the issues outlined by the committee. If it is not possible to do so today, can you issue a further written statement giving details of when you expect those feasibility studies to be completed, so that we and your

y blynyddoedd diwethaf ynghylch sut y gallwn ddefnyddio rheilffyrdd lled safonol i wella profiad yr ymwelydd. Yr ydym wedi bod yn hyrwyddo rheilffyrdd bach ardderchog Cymru, ond mae'r rheilffyrdd lled safonol yn mynd drwy rai ardaloedd hyfryd yng nghefn gwlad a hynny, yn anad unlle, yn y Cymoedd. Ynghylch rhaglen Blaenau'r Cymoedd, bydd tair thema dros y tair blynedd nesaf: bydd y gyntaf, eleni, yn ymwneud â gwella'r amgylchedd, bydd yr ail flwyddyn yn ymwneud ag adfywio canol trefi, a bydd y drydedd flwyddyn yn canolbwyntio ar dwristiaeth. Byddwn am weithio gyda'r awdurdodau lleol, fy swyddogion, Croeso Cymru ac eraill, gan eich cynnwys chi ac Aelodau eraill o'r Cymoedd, i drafod sut y gallwn ymdrin â'r mater a godasoch, sef sut y gallwn ddenu mwy o ymwelwyr i'r Cymoedd. Mae'r gwasanaethau rheilffyrdd wedi gwella, ond mae angen llawer iawn o fuddsoddi i sicrhau bod y seilwaith angenrheidiol ar gael i ymwelwyr, boed hynny ar ffurf caffis, bwytai neu westai neu fathau eraill o seilwaith. Fodd bynnag, bydd trydedd flwyddyn rhaglen Blaenau'r Cymoedd yn cynnig cyfle i bennu rhai buddsoddiadau sylweddol i ymdrin â'r union fater hwnnw.

Kirsty Williams: Diolchaf i'r pwyllgor am ei waith caled, ac yn enwedig i Eleanor Burnham a gymerodd fy lle yn dra chymwys, fel y gellir gweld oddi wrth ei chyfraniad i'r pwyllgor, yn ystod fy nghyfnod o absenoldeb mamolaeth.

Yn eich datganiad ysgrifenedig yr wythnos diwethaf, Weinidog, nodwyd eich bod yn cynnal chwe astudiaeth ddichonoldeb ynghylch peirianeg ac adolygiad o'r amserlen. Gan droi at yr adolygiad hwnnw'n gyntaf, a ydych yn cydnabod bod yr amserlen patrwm sengl wedi bod yn un anghyfleus i deithwyr ar reilffordd Calon Cymru? A allwch nodi pa bryd y ceir yr adroddiad ar yr adolygiad yr ydych yn ei gynnal yn awr?

Fel y dywedais, cynhelir chwe astudiaeth ddichonoldeb ynghylch peirianeg ar hyn o bryd mewn ymateb i'r materion a nododd y pwyllgor. Os na ellir gwneud hynny heddiw, a allwch gyhoeddi datganiad ysgrifenedig pellach i roi manylion ynghylch pa bryd yr ydych yn disgwyl i'r astudiaethau

Government can look at the case for funding those works?

Your statement today paid great attention to the issue of rolling stock—do you agree that railway privatisation only succeeded for those lucky shareholders in the leasing companies, which lease stock at hugely inflated prices and make it difficult for a Government of any persuasion to make the improvements that we would like to see in the quality of rolling stock? Also, can you give us further details as to whether your negotiations with Arriva Trains Wales on the type of rolling stock that will be made available to the Ebbw Vale line when it re-opens, are now concluded? What discussions have you had with regard to improving rolling stock on the Heart of Wales line?

Much of your ability to deliver on this report is constrained by the availability of finance for your department—can you outline what discussions you have had with Sue Essex on potential increases to your budget that could then result in an improvement in rail services? Indeed, can you enlighten us as to your approach to transport spending, and how you look to allocate your resources across the board in trying to balance the needs of sustainable transport, such as trains, buses, walking and cycling, against the building of roads? Obviously, with the constraints on the budget, that is difficult.

Also on the issue of budgets, convergence funding offers us an opportunity in some parts of Wales to use European money to achieve some of the improvements that you state that your Government would like to make. Can you indicate how you intend to use convergence funding for this particular agenda?

Andrew Davies: On the first point, on the operation of the standard pattern timetable on the Heart of Wales line, I do not have the figures, but I will write to you on that and make my reply available to Members. However, overall, the introduction of the standard pattern timetable has been welcomed by passengers, and we are

dichonoldeb hynny ddod i ben, fel y gallwn ni a'ch Llywodraeth ystyried y ddadl dros ariannu'r gwaith hwnnw?

Rhodddwyd sylw mawr yn eich datganiad heddiw i fater y cerbydau—a ydych yn cytuno na fu'r preifateiddio ar y rheilffyrdd ond yn llwyddiant i'r rhai ffodus hynny a oedd â chyfrannau yn y cwmnïau prydlesu, sydd yn prydlesu cerbydau am grobris ac yn peri iddi fod yn anodd i Lywodraethau o ba blaid bynnag wneud y gwelliannau y carem eu gweld yn ansawdd y cerbydau? Hefyd, a allwch ein hysbysu ymhellach a yw'ch negodiadau â Trenau Arriva Cymru am y math o gerbydau a fydd ar gael ar reilffordd Glynebwy wedi iddi ailagor, wedi dod i ben? Pa drafodaethau yr ydych wedi eu cynnal ynghylch gwella'r cerbydau ar reilffordd Calon Cymru?

Mae'ch gallu i fynd â'r maen i'r wal wrth ymateb i'r adroddiad hwn wedi'i gyfyngu i raddau helaeth gan faint y cyllid sydd ar gael i'ch adran—a allwch nodi pa drafodaethau a gynaliasoch â Sue Essex ynghylch y posibilrwydd o gael cynnydd yn eich cyllideb a allai arwain wedyn at wella gwasanaethau rheilffyrdd? Yn wir, a allwch ein goleuo ynghylch eich agwedd at wariant ar drafnidiaeth, a sut y bwriadwch ddyrrannu'ch adnoddau'n gyffredinol wrth geisio dal y ddysgl yn wastad rhwng anghenion trafnidiaeth gynaliadwy, fel trenau, bysiau, cerdded a seiclo, ac adeiladu ffyrdd newydd? Mae'n amlwg y bydd hynny'n anodd, yn wyneb y cyfyngiadau ar y gyllideb.

Gyda golwg ar fater cyllidebau eto, mae cyllid cydgyfeirio'n cynnig cyfle i ni mewn rhai rhannau o Gymru i ddefnyddio arian Ewropeaidd i sicrhau rhai o'r gwelliannau y dywedwch fod eich Llywodraeth yn dymuno eu gwneud. A allwch nodi sut y bwriadwch ddefnyddio cyllid cydgyfeirio ar gyfer yr agenda benodol hon?

Andrew Davies: Ynghylch y pwynt cyntaf, sef gweithredu'r amserlen patrwm safonol ar reilffordd Calon Cymru, nid yw'r ffigurau gennyf, ond ysgrifennaf atoch ynghylch hynny a pheri i'm hymateb fod ar gael i'r Aelodau. Fodd bynnag, yn gyffredinol, mae teithwyr wedi croesawu'r amserlen patrwm safonol ac, yn sicr, yr ydym yn gweld mwy o

certainly now getting greater capacity from the system than was the case before it was introduced.

On the matter of the six feasibility studies, I am more than happy to update you, and I will do so as a matter of course, either through the Enterprise, Innovation and Networks Committee, in Plenary, or both. I can certainly do that, either orally or in writing.

On your point about the rolling stock companies, there are major concerns about the current leasing arrangements, which is why the Treasury and the Department for Transport are conducting a review of those leasing arrangements, because everybody, apart from the rolling stock companies, of course, would probably acknowledge that the terms are more than generous, and it must be asked whether the public purse is getting value for money.

With regard to rolling stock on the Ebbw Vale line, I will write to you about what is planned.

4.00 p.m.

In terms of finance, the annual subsidy of £140 million—the figure that was mentioned by Carl Sargeant earlier—is money that was devolved or transferred from the Department for Transport when we took responsibility for the Wales and borders franchise. Over and above that, as I have indicated, there is substantial investment going into railway services for increased capacity, leasing rolling stock and improved infrastructure throughout Wales. Perhaps I can write a note for you and other Members on what exactly is being invested on an annual basis, but it is considerable, and I know that the Finance Minister is as committed as I am to improving passenger services, and public transport in particular. We will work closely together on that.

The convergence programme gives us an opportunity to considerably enhance passenger and transport services in Wales. We will move away from a system in which

ddefnyddio ar y system yn awr nag a welwyd cyn ei chyflwyno.

Ynghylch mater y chwe astudiaeth ddichonoldeb, yr wyf yn fodlon iawn rhoi gwybod i chi am y datblygiadau diweddaraf, a gwnaf hynny yn y modd arferol, un ai yn y Pwyllgor Menter, Arloesi a Rhwydweithiau, yn y Cyfarfod Llawn, neu yn y ddau. Gallaf wneud hynny, yn sicr, un ai ar lafar neu drwy lythyr.

Ynghylch y pwynt a wnaethoch am y cwmnïau cerbydau, mae pryderon mawr ynghylch y trefniadau prydlesu presennol, a dyna pam y mae'r Trysorlys a'r Adran Drafnidiaeth yn cynnal adolygiad o'r trefniadau prydlesu hynny, gan y byddai pawb, heblaw cwmnïau'r cerbydau, wrth gwrs, yn debyg o gydnabod bod y telerau'n hael dros ben, a rhaid gofyn a yw'r cyhoedd yn cael gwerth am arian.

Gyda golwg ar y cerbydau ar reilffordd Glynabwy, ysgrifennaf atoch ynghylch yr hyn sydd yn yr arfaeth.

O safbwynt cyllid, arian a ddatganolwyd neu a drosglwyddwyd o'r Adran Drafnidiaeth pan gymerasom y cyfrifoldeb dros fasnachfrait Cymru a'r Gororau yw'r cymhorthdal blyneddol o £140 miliwn—y ffigur y soniodd Carl Sargeant amdano'n gynharach. Yn ychwanegol at hynny, fel y dywedais, mae buddsoddiad sylweddol yn mynd i'r gwasanaethau rheilffyrdd ar gyfer cynyddu'r capasiti, prydlesu cerbydau a gwella'r seilwaith ledled Cymru. Efallai y gallaf ysgrifennu nodyn i chi ac i Aelodau eraill ynghylch beth yn union sy'n cael ei fuddsoddi yn flynyddol, ond mae'n sylweddol, a gwn fod y Gweinidog Cyllid mor ymrwymedig â minnau i wella gwasanaethau i deithwyr, a chlodiant cyhoeddus yn enwedig. Byddwn yn gweithio gyda'n gilydd yn agos ar hyn.

Mae'r rhaglen gydgyfeirio yn rhoi inni gyfle i wella gwasanaethau trafnidiaeth a gwasanaethau i deithwyr yn sylweddol yng Nghymru. Byddwn yn symud oddi wrth

we invest in particular projects towards a system in which we invest in integrated transport services and packages, rather than stand-alone projects. I think that that will be welcomed by passengers, local authorities and other stakeholders.

The Transport (Wales) Act 2006, and the development of the Wales transport strategy and the regional transport plans, will give us the framework for identifying the optimum investments that we can make in terms of delivering that integrated transport aspiration. I am much more comfortable with the current programme in terms of integrated transport service delivery than with what we had.

Rosemary Butler: It was interesting to be a member of this committee, and it reinforced how important good rail links are right across Wales. It came across as important that the services are comfortable, clean and on time. I am pleased that the Ebbw Vale to Cardiff link is up and running; a long-standing campaign for that has been fought by many Assembly Members, particularly John Griffiths and me, who represent Newport, along with other Members such as William Graham. We are insisting that we want this to come to Newport.

I understand that there are some obstacles in the way, one of which is the design of Newport train station, which is being addressed at the moment. The other obstacle is the design of the connection between the Ebbw Vale line and the south-Wales rail link. I understand that it will be technically feasible for Network Rail to modify this infrastructure in 2009. Can you give a commitment to those of us who represent Newport that this rail link will be completed as soon as possible, because the job opportunities that are available in Newport to the people of Ebbw Vale and Blaenau Gwent are very exciting? It is very important that that link is completed. Can you give us a commitment that it will be finished as soon as possible?

Andrew Davies: We are committed to

system sy'n golygu buddsoddi mewn prosiectau penodol tuag at system a fydd yn golygu buddsoddi mewn pecynnau a gwasanaethau trafndiaeth integredig, yn hytrach nag mewn prosiectau unwaith-ac-am-byth. Credaf y bydd teithwyr, awdurdodau lleol a rhanddeiliaid eraill yn croesawu hynny.

Bydd Deddf Trafnidiaeth (Cymru) 2006, a datblygu strategaeth drafnidiaeth Cymru a'r cynlluniau trafndiaeth rhanbarthol, yn rhoi inni'r fframwaith er mwyn gweld beth yw'r buddsoddiadau gorau posibl y gallwn eu gwneud o ran cyflawni'r dyhead hwnnw am drafnidiaeth integredig. Yr wyf yn llawer mwy bodlon ar y rhaglen gyfredol o safbwynt gwasanaeth trafndiaeth integredig nag a oeddwn gyda'r hyn a oedd gennym.

Rosemary Butler: Yr oedd yn ddiddorol bod yn aelod o'r pwyllgor hwn, a chadarnhaodd pa mor bwysig yw cysylltiadau rheilffyrdd da ledled Cymru. Daeth yn amlwg ei bod yn bwysig i'r gwasanaethau fod yn gyfforddus, yn lân ac yn brydlon. Yr wyf yn falch bod y cyswllt o Lynebwy i Gaerdydd wedi ei sefydlu; bu llawer o Aelodau'r Cynulliad, yn enwedig John Griffiths a minnau, sy'n cynrychioli Casnewydd, ynghyd ag Aelodau eraill megis William Graham, yn brwydro mewn ymgyrch hirfaith dros hynny. Yr ydym yn mynnu bod arnom eisiau i hyn ddod i Gasnewydd.

Deallaf fod rhai rhwystrau rhag i hyn ddigwydd; un o'r rheini yw cynllun gorsaf drenau Casnewydd. Mae'r mater hwn yn cael sylw ar hyn o bryd. Rhwystr arall yw cynllun y cyswllt rhwng rheilffordd Glynebwy a chyswllt rheilffordd y de. Deallaf y bydd yn dechnegol ymarferol i Network Rail addasu'r seilwaith hwn yn 2009. A allwch roi addewid i'r rhai ohonom sy'n cynrychioli Casnewydd y bydd y cyswllt rheilffordd hwn yn cael ei gwblhau cyn gynted â phosibl, oherwydd bod y cyfleoedd gwaith sydd ar gael yng Nghasnewydd i bobl Glynebwy a Blaenau Gwent yn gyffrous iawn? Mae'n bwysig iawn i'r cyswllt hwnnw gael ei gwblhau. A allwch roi addewid inni y bydd yn cael ei orffen cyn gynted â phosibl?

Andrew Davies: Yr ydym wedi ymrwymo i

improving services from communities in the Ebbw valley. The direct link from Ebbw Vale Parkway to Newport is a phase 2 project, as opposed to the Cardiff service, which was a phase 1 project. That is an aspiration of ours and not a direct commitment. I have commissioned Network Rail to look at the cost of the infrastructure that will be needed to allow the Ebbw valley line to join the main line and the trains that go to Newport. There is the £400 million investment in re-signalling along the south-Wales line, and the rebuilding of Newport station, because we need to build the fourth platform. Therefore, considerable investment is needed over and above the additional investment in the enhancement of Gaer junction.

In terms of what the feasibility study will say about the cost, it is difficult to say whether or not we will go ahead with it, but I am confident that if the amount of money needed is not that great, we can consider it very favourably. However, until I have the figure it will be very difficult to give it the green light. This project will not be deliverable in any case until the end of this decade, given the need for the re-signalling and the rebuilding at Newport station.

Irene James: Minister, I was delighted that you could mark the start of advanced work on the Ebbw valley rail line last month from my constituency, where the new services to Cardiff are destined to have a huge impact on economic development, access and opportunities for Islwyn residents to take advantage of Cardiff bay's amenities as well as a host of other benefits. It is almost 45 years since we last had a passenger rail line in the Ebbw valley. I would like your assurance that we will maintain the current momentum with the project and ensure that the new railway services are delivered on time for the benefit of not only the constituents of Islwyn, but of everybody in the Ebbw valley region.

Andrew Davies: I certainly give that commitment. The original commitment to re-introduce passenger services—as you quite rightly said, it is for the first time since the

wella gwasanaethau o'r cymunedau yng Nglyn Ebwy. Prosiect cam 2 yw'r cyswllt uniongyrchol o Parkway Glyn Ebwy i Gasnewydd, yn wahanol i wasanaeth Caerdydd, a oedd yn brosiect cam 1. Un o'n dyheadau yw hyn, nid addewid uniongyrchol. Yr wyf wedi comisiynu Network Rail i edrych ar gost y seilwaith a fydd yn angenrheidiol i ganiatáu i reilffordd Glyn Ebwy ymuno â'r brif reilffordd a'r trenau sy'n mynd i Gasnewydd. Ceir y buddsoddiad £400 miliwn i adnewyddu'r signalau ar hyd rheilffordd y de, ac ailadeiladu gorsaf Casnewydd, oherwydd bod angen inni adeiladu'r pedwerydd plattform. O'r herwydd, mae buddsoddiad sylweddol yn angenrheidiol ar ben y buddsoddiad ychwanegol yn y gwaith o wella cyffordd Gaer.

O ran yr hyn a ddywed yr astudiaeth ddichonoldeb am y gost, mae'n anodd dweud a fyddwn yn bwrw ymlaen â'r gwaith ai peidio, ond yr wyf yn hyderus, os nad yw'r swm o arian sy'n angenrheidiol yn fawr iawn, y gallwn ei ystyried yn ffafriol iawn. Fodd bynnag, nes bydd y ffigur gennyf bydd yn anodd iawn caniatáu i'r gwaith ddechrau. Ni fydd modd cyflawni'r prosiect hwn prun bynnag tan ddiwedd y degawd, o gofio'r angen am adnewyddu'r signalau a'r gwaith ailadeiladu yng ngorsaf Casnewydd.

Irene James: Weinidog, yr oeddwn wrth fy modd y gallech nodi dechrau cam olaf y gwaith ar reilffordd Glyn Ebwy fis diwethaf o'm hetholaeth, lle y mae'r gwasanaethau newydd i Gaerdydd yn sicr o gael effaith aruthrol ar ddatblygu economaidd, mynediad a chyfleoedd i drigolion Islwyn fanteisio ar amwynderau bae Caerdydd yn ogystal â llu o fanteision eraill. Aeth 45 mlynedd bron heibio ers pan oedd gennym reilffordd i deithwyr yng Nglyn Ebwy ddiwethaf. Hoffwn gael sicrwydd gennych y byddwn yn cynnal y momentwm presennol gyda'r prosiect gan sicrhau y cyflawnir y gwasanaethau rheilffyrdd newydd mewn pryd er budd nid yn unig etholwyr Islwyn, ond pawb yn ardal Glyn Ebwy.

Andrew Davies: Rhoddaf yr addewid hwnnw yn bendant. Mae'r addewid gwreiddiol i ailgyflwyno gwasanaethau i deithwyr—fel y dywedasoeh yn gwbl gywir,

Beeching cuts of the early 1960s—came out of the Corus redundancy announcement earlier this decade, and we were able to respond quickly and imaginatively to the needs of the communities that were affected by those redundancies. Opening up the Ebbw valley line will be crucial and we will certainly deliver on our commitment to provide good transport services.

The construction companies and project managers know very well that it is a major commitment. I am providing £30 million investment for that. They know that it is a priority and I am confident that it will be delivered by the summer of next year. They know how much of a priority it is for us as a Government and they know that they will need to deliver on it.

John Griffiths: The people of Wales are supportive of improvements to rail services in Wales. That is certainly the clear impression that I get in Newport, where one of the prime issues, as Rosemary Butler mentioned, is the Ebbw Vale to Newport passenger rail link.

You mentioned work that needs to be done. Work is ongoing at present on platform 4, and in the autumn of next year we will see work beginning on new station buildings. However, other work needs to be done.

I emphasise that, in many ways, the Corus closure in Ebbw Vale was a catalyst for the Ebbw Vale passenger rail link, and people felt strongly at the time that Newport was the natural destination for that passenger rail link, given the economic, social and leisure use made of Newport by people from Ebbw Vale. That would have a two-way benefit. I ask you to bear that in mind when taking this work forward, because people in Newport and Ebbw Vale feel strongly about it.

On two other matters, on which we have briefly corresponded, a new railway station at Magor is badly needed in Newport East,

dyma'r tro cyntaf ers toriadau Beeching ar ddechrau'r 1960au—wedi deillio o'r cyhoeddiad am ddiswyddiadau yn Corus yn gynharach y degawd hwn, a llwyddasom i ymateb yn gyflym a chyda dychymyg i anghenion y cymunedau yr effeithiwyd arnynt gan y diswyddiadau hynny. Bydd agor rheilffordd Glyn Ebwy yn hanfodol a byddwn yn bendant yn cyflawni ein haddewid i ddarparu gwasanaethau trafndiaeth da.

Mae'r cwmnïau adeiladu a'r rheolwyr prosiect yn gwybod yn iawn ei fod yn addewid pwysig. Yr wyf yn darparu buddsoddiad o £30 miliwn ar gyfer hyn. Gwyddant ei fod yn flaenoriaeth ac yr wyf yn hyderus y caiff ei gyflawni erbyn haf y flwyddyn nesaf. Gwyddant gymaint o flaenoriaeth ydyw inni fel Llywodraeth a gwyddant y bydd yn rhaid iddynt gyflawni hyn.

John Griffiths: Mae pobl Cymru yn cefnogi'r gwelliannau i'r gwasanaethau rheilffyrdd yng Nghymru. Yn bendant dyna'r argraff glir a gaf yng Nghasnewydd, lle mae'r cyswllt rheilffordd i deithwyr rhwng Glynebwy a Chasnewydd yn un o'r prif faterion, fel y soniodd Rosemary Butler.

Soniasoch am waith y mae'n rhaid ei wneud. Mae gwaith yn mynd rhagddo ar hyn o bryd ar blatfform 4, ac yn ystod hydref y flwyddyn nesaf byddwn yn gweld gwaith yn dechrau ar adeiladau newydd i'r orsaf. Serch hynny, mae gwaith arall y mae'n rhaid ei wneud.

Pwysleisiaf fod cau Corus yng Nglynebwy, mewn sawl ffordd, yn gatalydd ar gyfer cyswllt rheilffordd Glynebwy i deithwyr, a theimlai pobl yn gryf ar y pryd mai Casnewydd oedd y gyrchfan naturiol i'r cyswllt rheilffordd hwn i deithwyr, o gofio sut y mae pobl o Lynebwy'n defnyddio Casnewydd at ddibenion economaidd a chymdeithasol ac ar gyfer hamdden. Byddai gan hynny fantais ddwyffordd. Gofynnaf ichi gadw hyn mewn cof wrth fwrw ymlaen â'r gwaith hwn, oherwydd bod pobl yng Nghasnewydd a Glynebwy yn teimlo'n gryf ynghylch hyn.

O safbwynt dau fater arall, y bu inni ohebu'n fyr yn eu cylch, mae gwir angen gorsaf reilffordd newydd ym Magor yn Nwyrain

because there has been so much new build in that area over quite a number of years now and there is a great deal of demand. I believe that there would be good usage of it.

In that same area of Newport East, there is a strong feeling that the rail service that stops at the Severn tunnel junction should not diminish in any way, because people want to see rail services increasing and not diminishing in availability. However, there are fears that, because of timetabling concerns, there may be a lessening of vital commuter services stopping at the Severn tunnel junction, unless a rethink takes place.

Andrew Davies: It is useful to reflect on the fact that rail services are improving in Wales. Not only are we having a significant increase in passenger numbers every year, namely 10 per cent, which is above the UK figure, last year was the first year since 1959 in which the number of passengers across the whole of the UK reached 1 billion passengers. When you consider that, pre-Beeching, the rail network was twice the size that it is today, you can see that we are dealing with the problems of success. The fact that, by next summer, the Assembly Government will have reopened passenger services on two lines, namely those of the vale of Glamorgan and the Ebbw valley, clearly shows our commitment. We see rail services as central to delivering improved passenger services and an integrated transport system.

4.10 p.m.

On the Newport link, I am aware, particularly from the meetings that I have had with you and Rosemary Butler, that it is important for the people of Newport. That is why one of the six new stations being built as part of the Ebbw Vale project, which will be built in Rogerstown, will include a direct bus link from Rogerstown to Newport. Therefore, there will be a direct link, although it will not be immediately by rail. Once again, we have shown our commitment to improving services and providing opportunity there.

Casnewydd, oherwydd bod cynifer o dai newydd wedi eu hadeiladu yn yr ardal honno dros gryn nifer o flynyddoedd yn awr, ac mae cryn alw am hynny. Credaf y byddai cryn ddefnydd arni.

Yn yr un ardal, sef dwyrain Casnewydd, mae teimlad cryf na ddylai'r gwasanaeth rheilffordd sy'n stopio yng nghyffordd twnnel Hafren leihau sut yn y byd, oherwydd bod ar bobl eisiau gweld y gwasanaethau rheilffyrdd sydd ar gael yn cynyddu ac nid yn lleihau. Fodd bynnag, mae ar rai ofn, oherwydd y pryderon am amserlenni, y bydd cwtogi efallai ar y gwasanaethau hanfodol i gymudwyr sy'n stopio yng nghyffordd twnnel Hafren, oni bai fod hyn yn cael ei ailystyried.

Andrew Davies: Mae'n fuddiol ystyried bod gwasanaethau rheilffyrdd yn gwella yng Nghymru. Nid yn unig bod cynnydd sylweddol yn nifer y teithwyr bob blwyddyn, sef 10 y cant, ffigur sydd yn uwch na'r ffigur ar gyfer y DU, y llynedd oedd y flwyddyn gyntaf ers 1959 pryd y cyrhaeddodd nifer y teithwyr ar draws y DU gyfan 1 biliwn o deithwyr. Pan ystyriwch fod y rhwydwaith rheilffyrdd, cyn Beeching, gymaint ddwywaith â'r hyn ydyw heddiw, gallwch weld ein bod yn delio â phroblemau llwyddiant. Mae'r ffaith y bydd Llywodraeth y Cynulliad, erbyn yr haf nesaf, wedi ailagor gwasanaethau i deithwyr ar ddwy reilffordd, sef rheilffordd Bro Morgannwg a rheilffordd Glyn Ebwy, yn dangos yn glir ein hymrwymiad. Yr ydym yn barnu bod gwasanaethau rheilffyrdd yn ganolog o ran darparu gwasanaethau gwell i deithwyr a system drafnidiaeth integredig.

O safbwynt cyswllt Casnewydd, yr wyf yn ymwybodol, yn enwedig yn sgîl y cyfarfodydd yr wyf wedi eu cynnal gyda chi a Rosemary Butler, ei fod yn bwysig i bobl Casnewydd. Dyna pam y bydd un o'r chwe gorsaf newydd sy'n cael eu hadeiladu fel rhan o brosiect Glynebwy, a fydd yn cael ei hadeiladu yn Rogerstown, yn cynnwys cyswllt bws uniongyrchol o Rogerstown i Gasnewydd. O'r herwydd, bydd cyswllt uniongyrchol, er na fydd yn gyswllt ar ei union ar y rheilffordd. Unwaith eto, yr ydym

wedi dangos ein hymrwymiad i wella gwasanaethau a darparu cyfleoedd yno.

On the Magor issue, again, following on from my response to Kirsty Williams, we will work more strategically with the regional transport consortium, the South East Wales Transport Alliance, to develop a regional transport plan and we will identify the priorities. Therefore, first, we will ask SEWTA to look at this issue. I have had questions from other Members on other railways stations in the south-east Wales area, but we want to work with SEWTA to determine what the demand is and how much investment would be needed to provide that.

Janice Gregory: I thank you for your statement and your continuing commitment to the Llanharan railway station. I pay tribute to the people of Llanharan and the surrounding areas who have kept their faith in us when we have told them that the railway station is coming. They have heard that repeatedly and I am glad that you reiterated your commitment to that station today. The people there are waiting patiently, or perhaps a little impatiently now, to see that station become a reality.

I have raised with you before the importance of railway stations in Valleys communities. I represent only one Valleys community that has the luxury of having a railway service, namely Llynfi valley. However, while we are pleased that the station in Maesteg will be extended—and I am sure that that will have a great effect in terms of getting people out of their cars and on to trains to travel to work in Bridgend and the surrounding areas—some communities in the Llynfi valley are not served by a railway station. I wrote to you today on extending the rail service from Maesteg to Caerau, which is a Communities First ward that would benefit greatly from an extended rail service and a new station at Llangynwyd, if you could bear that one in mind—it is another 'Llan'.

The one complaint that is constantly raised with me relates to the reliability of passenger services. In fact, in the summer, an A-level

O safbwynt problem Magor, unwaith eto, gan ddilyn fy ymateb i Kirsty Williams, byddwn yn gweithio'n fwy strategol gyda'r consortiwm trafndiaeth rhanbarthol, Cynghrair Trafnidiaeth De Ddwyrain Cymru, i lunio cynllun trafndiaeth rhanbarthol a byddwn yn nodi'r blaenoriaethau. O'r herwydd, i ddechrau, byddwn yn gofyn i SEWTA edrych ar y mater. Cefais gwestiynau gan Aelodau eraill am orsafoedd rheilffordd eraill yn ardal y de-ddwyrain, ond mae arnom eisiau gweithio gyda SEWTA i ganfod beth yw'r galw a faint o fuddsoddiad a fyddai'n ofynnol i ddarparu hynny.

Janice Gregory: Diolchaf ichi am eich datganiad ac am eich ymrwymiad parhaus i orsaf reilffordd Llanharan. Talaf deyrnged i bobl Llanharan a'r cylch sydd wedi cadw eu ffydd ynom pan ddywedasom wrthynt fod yr orsaf reilffordd yn dod. Maent wedi clywed hyn drosodd a throsodd ac yr wyf yn falch eich bod wedi ailadrodd eich addewid ar gyfer yr orsaf honno heddiw. Mae'r bobl yno yn aros yn amyneddgar, neu efallai ychydig yn ddiamynedd yn awr, i weld yr orsaf honno'n cael ei gwireddu.

Yr wyf wedi codi gyda chi o'r blaen bwysigrwydd gorsafoedd rheilffordd yng nghymunedau'r Cymoedd. Un gymuned yn y Cymoedd yn unig yr wyf yn ei chynrychioli sydd â'r moethusrwydd o feddu ar wasanaeth rheilffordd, sef cwm Llynfi. Serch hynny, er ein bod yn falch y bydd yr orsaf ym Maesteg yn cael ei hymestyn—ac yr wyf yn sicr y caiff hyn effaith fawr ar ddenu pobl allan o'u ceir ac ar y trenau i deithio i'r gwaith ym Mhen-y-bont ar Ogwr a'r ardaloedd cyfagos—mae rhai cymunedau yng nghwm Llynfi nad oes ganddynt orsaf reilffordd. Ysgrifennais atoch heddiw ynghylch ymestyn y gwasanaeth rheilffordd o Faesteg i Gaerau sy'n un o wardiau Cymunedau yn Gyntaf a fyddai'n elwa'n aruthrol o wasanaeth rheilffordd estynedig ynghyd â gorsaf newydd yn Llangynwyd, pe gallech gadw hynny mewn cof—'Llan' arall ydyw.

Mae'r gŵyn a godir gyda mi'n barhaus yn ymwneud â dibynadwyedd gwasanaethau i deithwyr. Yn wir, yn yr haf, cysylltodd

student contacted me because he almost missed his A-level Welsh examination due to the unreliability of the service. We did not get a satisfactory reply from the train operator. Fortunately, the young man did not miss his examination and passed it with flying colours.

On signalling, as you know, I have raised concerns with you about Pencoed and the removal of the signal box there. People are extremely concerned about safety. Will you also continue the dialogue with Arriva on cleanliness issues that arise in my constituency and on how well stations are lit, which is another complaint from rail users. Although they are pleased to have a rail service, there are spin-offs from that that concern them.

Andrew Davies: On specific proposals for additional stations, as I said in response to John Griffiths, I need to consider that with SEWTA as part of the wider regional transport plans. I will respond in detail to you on that.

I am not aware of specific proposals at this stage, but we would need to look at that in the round, given other budget pressures. The same is true of Pencoed level crossing. We are monitoring that closely to see what needs to be done to ensure that that is managed safely so that people are not only safe, but feel safe.

Arriva Trains Wales has accepted that cleanliness is a big issue. Much of it relates to the quality and age of the rolling stock, but, as I said earlier, with the 12 class-175 trains coming into the franchise in December, the rolling stock should improve significantly. I have an ongoing dialogue with Arrive Trains Wales on making a more significant improvement to the rolling stock. I will make Members aware as and when there is any announcement to be made on that. They will be the first to know.

The Presiding Officer: I thank the Minister for spending almost an hour—almost First

myfyriwr Safon Uwch â mi oherwydd ei fod bron â cholli ei arholiad Safon Uwch oherwydd annibynadwyedd y gwasanaeth. Ni chawsom ateb boddhaol gan y cwmni trenau. Yn ffodus, ni chollodd y gŵr ifanc ei arholiad, yn wir cafodd lwyddiant ysgubol ynddo.

O safbwynt signalau, fel y gwyddoch, yr wyf wedi codi pryderon gyda chi am Bencoed ac am dynnu'r blwch signal oddi yno. Mae pobl yn eithriadol o bryderus am ddiogelwch. A wnewch hefyd barhau â'r deialog gydag Arriva ynghylch materion glendid sy'n codi yn fy etholaeth ac ynghylch lefel y goleuadau mewn gorsafoedd; mae hon yn gŵyn arall gan ddefnyddwyr y rheilffyrdd. Er eu bod yn falch bod ganddynt wasanaeth rheilffordd, ceir sgîl-ffeithiau i hynny sy'n peri pryder iddynt.

Andrew Davies: O safbwynt cynigion penodol ar gyfer gorsafoedd ychwanegol, fel y dywedais mewn ymateb i John Griffiths, rhaid imi ystyried hyn gyda SEWTA fel rhan o'r cynlluniau trafndiaeth rhanbarthol ehangach. Cewch ymateb manwl gennyf ynghylch hyn.

Nid wyf yn ymwybodol o gynigion penodol ar hyn o bryd, ond byddai angen inni edrych ar bob agwedd ar hynny, o gofio'r pwysau eraill sydd ar y gyllideb. Mae'r un peth yn wir am groesfan reilffordd Pencoed. Yr ydym yn monitro honno'n ofalus i weld beth y mae'n rhaid ei wneud i sicrhau y caiff ei rheoli'n ddiogel fel bod pobl nid yn unig yn ddiogel, ond yn teimlo'n ddiogel.

Mae Trenau Arriva Cymru wedi derbyn bod glendid yn fater pwysig. Mae llawer o hyn yn ymwneud ag ansawdd ac oedran y cerbydau, ond, fel y dywedais yn gynharach, wrth i'r 12 trên dosbarth 175 ddod yn rhan o'r fasnachfaint yn Rhagfyr, dylai'r cerbydau wella yn sylweddol. Yr wyf yn cynnal deialog parhaus gyda Threnau Arriva Cymru ynghylch sicrhau gwelliant mwy sylweddol i'r cerbydau. Hysbysaf yr Aelodau os bydd unrhyw gyhoeddiad yn cael ei wneud ynghylch hynny. Hwy fydd y cyntaf i gael gwybod.

Y Llywydd: Hoffwn ddiolch i'r Gweinidog am dreulio awr bron—sydd bron cymaint o

Ministerial time—on his statement and questions. I can assure Members that that reflected the interest and the concern that we all have for the wellbeing and future of the Welsh rail system—and I did not say, ‘especially the Cambrian Coast’.

amser ag y mae'r Prif Weinidog yn ei gael—ar ei ddatganiad a'r cwestiynau. Gallaf sicrhau'r Aelodau fod hynny'n adlewyrchu'r diddordeb a'r pryder sydd gennym ynghylch lles a dyfodol system reilffordd Cymru—ac ni ddywedais, 'yn enwedig Rheilffordd Arfordir y Cambrian'.

**Cymeradwyo Rheoliadau Asiantaeth Dalu (Cynulliad Cenedlaethol Cymru)
(Diwygio) 2006
Approval of the Paying Agency (National Assembly for Wales) (Amendment)
Regulations 2006**

The Minister for Environment, Planning and Countryside (Carwyn Jones): I propose that

Y Gweinidog dros yr Amgylchedd, Cynllunio a Chefn Gwlad (Carwyn Jones): Cynigiau fod

the National Assembly for Wales:

Cynulliad Cenedlaethol Cymru:

considers the principle of the Paying Agency (National Assembly for Wales) (Amendment) Regulations 2006, a copy of which was laid in the Table Office on 19 September 2006. (NDM3230)

yn ystyried egwyddor Rheoliadau Asiantaeth Dalu (Cynulliad Cenedlaethol Cymru) (Diwygio) 2006, y gosodwyd copi ohonynt yn y Swyddfa Gyflwyno ar 19 Medi 2006. (NDM3230)

I propose that

Cynigiau fod

the National Assembly for Wales:

Cynulliad Cenedlaethol Cymru:

1. considers the report of the Legislation Committee laid in the Table Office and e-mailed to Assembly Members on 3 October 2006 in relation to the draft the Paying Agency (National Assembly for Wales) (Amendment) Regulations 2006; and

1. yn ystyried adroddiad y Pwyllgor Deddfau a osodwyd yn y Swyddfa Gyflwyno ac a e-bostiwyd at Aelodau'r Cynulliad ar 3 Hydref 2006 ynghylch y rheoliadau drafft, Rheoliadau Asiantaeth Dalu (Cynulliad Cenedlaethol Cymru) (Diwygio) 2006; a

2. approves that the draft the Paying Agency (National Assembly for Wales) (Amendment) Regulations 2006 is made in accordance with:

2. yn cymeradwyo bod y rheoliadau drafft, Rheoliadau Asiantaeth Dalu (Cynulliad Cenedlaethol Cymru) (Diwygio) 2006 yn cael eu gwneud yn unol ag:

a) the draft laid in the Table Office on 19 September 2006; and

a) y drafft a osodwyd yn y Swyddfa Gyflwyno ar 19 Medi 2006; a

b) the regulatory appraisal laid in the Table Office on 19 September 2006. (NDM3231)

b) yr arfarniad rheoliadol a osodwyd yn y Swyddfa Gyflwyno ar 19 Medi 2006. (NDM3231)

These are purely technical regulations that update the Assembly's status as a paying agency.

Rheoliadau cwbl dechnegol yw'r rhain a'r hyn a wnânt yw diweddarau statws y Cynulliad fel asiantaeth dalu.

Mick Bates: I understand that these are only technical amendments that allow the paying agency to continue in the name of the Government. However, I would like clarification on a couple of issues.

First, the present level of successful payments is pretty high—I think that it is around 98 per cent—but some 2 per cent of payments are still not made on time. I particularly draw to your attention the incredible ineffectiveness of cross-border payments. What are you doing to ensure that this ability to pay in the future will mean that payment is made to all recipients as quickly as possible? In my constituency, farmers still have not received their cross-border payments because of the difficulties of liaising with the Rural Payments Agency in England. Can you assure us that something is being done about that?

Secondly, on the back of these regulations today, can you explain to us how the payments agency accesses the modulated funds, which are held in some mysterious account somewhere? In answering that question, can you tell us exactly how much you have lying idle in that account at the moment?

The Minister for Environment, Planning and Countryside (Carwyn Jones): We are dependent on the Rural Payments Agency to make sure that information is available to us before payments can be made, but that is out of our hands. In terms of the mysterious account that Mick Bates refers to, its existence has been pointed out to him on many occasions, but he chooses not to read the figures.

Mick Bates: Deallaf mai newidiadau technegol yn unig yw'r rhain a'u bod yn caniatáu i'r asiantaeth dalu barhau yn enw'r Llywodraeth. Fodd bynnag, hoffwn gael eglurhad ar un neu ddau o faterion.

Yn gyntaf, mae lefel bresennol y taliadau llwyddiannus yn eithaf uchel—credaf ei bod tua 98 y cant—ond ni wneir rhyw 2 y cant o'r taliadau mewn pryd o hyd. Yr wyf yn tynnu eich sylw'n benodol at aneffeithiolrwydd anhygoel y taliadau trawsffiniol. Beth yr ydych yn ei wneud i sicrhau y bydd y gallu hwn i dalu'n golygu y gwneir taliadau i bob derbynnydd cyn gynted ag y bo modd at y dyfodol? Yn fy etholaeth i, mae ffermwyr sydd heb gael eu taliadau trawsffiniol byth oherwydd anawsterau wrth gysylltu â'r Asiantaeth Taliadau Gwledig yn Lloegr. A allwch ein sicrhau y caiff rhywbeth ei wneud ynghylch hynny?

Yn ail, yn sgîl y rheoliadau hyn heddiw, a allwch esbonio sut y bydd yr asiantaeth daliadau'n cael mynediad at yr arian modiwlleiddio, sydd mewn rhyw gyfrif dirgel yn rhywle? Wrth ateb y cwestiwn hwnnw, a allwch ddweud wrthym faint yn union sydd gennyh yn segur yn y cyfrif hwnnw ar hyn o bryd?

Y Gweinidog dros yr Amgylchedd, Cynllunio a Chefn Gwlad (Carwyn Jones): Yr ydym yn dibynnu ar yr Asiantaeth Taliadau Gwledig er mwyn sicrhau bod gwydodaeth ar gael inni cyn y gellir gwneud taliadau, ond nid yw hynny dan ein gofal ni. O ran y cyfrif dirgel y cyfeiria Mick Bates ato, tynnwyd ei sylw at ei fodolaeth lawer gwaith, ond mae'n dewis peidio â darllen y ffigurau.

*Cynnig (NDM3230): O blaid 49, Ymatal 0, Yn erbyn 0.
Motion (NDM3230): For 49, Abstain 0, Against 0.*

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

Andrews, Leighton
Barrett, Lorraine
Bates, Mick
Black, Peter
Burnham, Eleanor
Butler, Rosemary
Cairns, Alun
Chapman, Christine
Cuthbert, Jeff

Davidson, Jane
Davies, Andrew
Davies, David
Davies, Glyn
Davies, Janet
Dunwoody, Tamsin
Essex, Sue
Francis, Lisa
German, Michael
Gibbons, Brian
Graham, William
Gregory, Janice
Griffiths, John
Gwyther, Christine
Hart, Edwina
Hutt, Jane
Idris Jones, Denise
Isherwood, Mark
Jones, Ann
Jones, Carwyn
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn
Jones, Laura Anne
Lewis, Huw
Lloyd, David
Lloyd, Val
Melding, David
Morgan, Rhodri
Pugh, Alun
Randerson, Jenny
Ryder, Janet
Sargeant, Carl
Sinclair, Karen
Thomas, Catherine
Thomas, Gwenda
Thomas, Rhodri Glyn
Williams, Brynle
Williams, Kirsty
Wood, Leanne

*Derbyniwyd y cynnig.
Motion carried.*

*Cynnig (NDM3231): O blaid 50, Ymatal 0, Yn erbyn 0.
Motion (NDM3231): For 50, Abstain 0, Against 0.*

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

Andrews, Leighton
Barrett, Lorraine
Bates, Mick
Black, Peter
Burnham, Eleanor
Butler, Rosemary
Cairns, Alun
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Andrew
Davies, David
Davies, Glyn
Davies, Janet
Dunwoody, Tamsin
Essex, Sue

Francis, Lisa
German, Michael
Gibbons, Brian
Graham, William
Gregory, Janice
Griffiths, John
Gwyther, Christine
Hart, Edwina
Hutt, Jane
Idris Jones, Denise
Isherwood, Mark
James, Irene
Jones, Ann
Jones, Carwyn
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn
Jones, Laura Anne
Lewis, Huw
Lloyd, David
Lloyd, Val
Melding, David
Morgan, Rhodri
Pugh, Alun
Randerson, Jenny
Ryder, Janet
Sargeant, Carl
Sinclair, Karen
Thomas, Catherine
Thomas, Gwenda
Thomas, Rhodri Glyn
Williams, Brynle
Williams, Kirsty
Wood, Leanne

*Derbyniwyd y cynnig.
Motion carried.*

**Dirprwyo Swyddogaethau o dan y Ddeddf Comisiynydd Pobl Hŷn (Cymru) i'r
Prif Weinidog
Delegation of Functions under the Commissioner for Older People (Wales) Act
2006 to the First Minister**

The Deputy Minister (John Griffiths): I propose that

Y Dirprwy Weinidog (John Griffiths): Cynigiau fod

the National Assembly for Wales acting under section 62(1)(b) of the Government of Wales Act 1998, resolves to delegate all functions of the National Assembly under the Commissioner for Older People (Wales) Act 2006 to the Assembly First Minister except that of approving the Commissioner's complaints procedure under section 20(4) of the 2006 Act and save those which by law cannot be so delegated. (NDM3232)

Cynulliad Cenedlaethol Cymru, gan weithredu dan adran 62(1)(b) o Ddeddf Llywodraeth Cymru 1998, yn penderfynu dirprwyo i'r Prif Weinidog holl swyddogaethau'r Cynulliad Cenedlaethol o dan Ddeddf Comisiynydd Pobl Hŷn (Cymru) 2006, ac eithrio'r swyddogaeth o gymeradwyo trefn gwyno'r Comisiynydd dan adran 20(4) o Ddeddf 2006 a'r rhai na ellir, yn ôl y gyfraith, eu dirprwyo yn y modd hwnnw. (NDM3232)

The Commissioner for Older People (Wales) Act 2006 received Royal Assent in July of this year. It enables the National Assembly for Wales to establish an independent commissioner with powers to play a pivotal role in addressing ageism and discrimination against older people in Wales. The commissioner will be able to review the effect on older people in Wales of the discharge, or proposed discharge, of functions of public bodies such as the Assembly, local authorities and local health boards. He or she will also have a power to review the existence and effectiveness of arrangements for whistleblowing, complaints and advocacy, and to commission research and to issue guidance.

The Act provides a framework within which we, in the National Assembly, can introduce secondary legislation to make detailed provision for the appointment, staffing, financing and functions of the commissioner. The powers conferred on the National Assembly to introduce secondary legislation in these areas are not subject to this delegation motion today. Draft copies of these regulations are currently out to public consultation, and they will come to this Chamber for debate early next year.

4.20 p.m.

The functions conferred on the Assembly by the 2006 Act, which we propose to delegate today, are administrative or financial in nature, and are intended to facilitate the efficient and effective operation of the commissioner's office. They include a duty to pay the commissioner, or a person who has ceased to be the commissioner remuneration, allowances, pensions or gratuities, as provided for under the terms of his or her appointment, as well as a power to make a compensation payment to a person who has ceased to be the commissioner.

A further power, which this motion seeks to delegate, is to give directions to the commissioner on the exercise of his or her supplementary powers and, with the consent of the Treasury, on the preparation of his or her accounts for each financial year.

Derbyniodd Deddf Comisiynydd Pobl Hŷn (Cymru) 2006 Gydsyniad Brenhinol ym mis Gorffennaf eleni. Mae'n galluogi Cynulliad Cenedlaethol Cymru i sefydlu comisiynydd annibynnol gyda phwerau i chwarae rôl ganolog o ran rhoi sylw i ragfarn ar sail oed a gwahaniaethu yn erbyn pobl hŷn yng Nghymru. Bydd y comisiynydd yn gallu adolygu effaith swyddogaethau a gyflawnir, neu yr arfaethir eu cyflawni, gan gyrff cyhoeddus megis y Cynulliad, yr awdurdodau lleol a byrddau iechyd lleol, ar bobl hŷn. Bydd ganddo neu ganddi hefyd y pŵer i adolygu bodolaeth neu effeithiolrwydd trefniadau ar gyfer chwythu'r chwiban, cwynion ac eiriolaeth, ac i gomisiynu ymchwil a chyflwyno canllawiau.

Mae'r Ddeddf yn cynnig fframwaith i ni, yn y Cynulliad Cenedlaethol, allu cyflwyno is-ddeddfwriaeth i wneud darpariaeth fanwl ar gyfer penodi, staffio, cyllido a swyddogaethau'r comisiynydd. Nid yw'r pwerau a roddir i'r Cynulliad Cenedlaethol i gyflwyno is-ddeddfwriaeth yn y meysydd hyn yn amodol ar y cynnig dirprwyo hwn heddiw. Mae ymgynghori cyhoeddus ynghylch copïau drafft o'r rheoliadau hyn ar waith ar hyn o bryd, a chânt eu dwyn gerbron y Siambr hon i'w trafod yn gynnar y flwyddyn nesaf.

Mae'r swyddogaethau a roddir i'r Cynulliad gan Ddeddf 2006, y cynigiwn eu dirprwyo heddiw, yn rhai gweinyddol neu gyllidol eu natur, a bwriedir iddynt hwyluso gweithrediad effeithlon ac effeithiol swydd y comisiynydd. Cynhwysant ddyletswydd i dalu tâl, lwfansau, pensiynau neu arian rhodd i'r comisiynydd, neu rywun sydd wedi peidio â bod yn gomisiynydd, yn unol â thelerau ei benodi ef neu ei phenodi hi, ynghyd â phŵer i wneud taliad digolledu i rywun sydd wedi peidio â bod yn gomisiynydd.

Mae pŵer arall, y mae'r cynnig hwn yn ceisio'i ddirprwyo, sef rhoi cyfarwyddiadau i'r comisiynydd ynglŷn ag arfer ei bwerau atodol ef neu ei phwerau atodol hi, a chyda chydysyniad y Trysorlys, ynglŷn â pharatoi ei gyfrifon ef neu ei chyfrifon hi ar gyfer pob blwyddyn ariannol.

The Act also provides the Assembly with the power to approve the commissioner's internal complaints procedure. The intention is that the exercise of this power will ensure that the complaints procedure is rigorous and impartial. In order to ensure that the procedure is debated and voted on by the Assembly in Plenary, that function has not been delegated.

Helen Mary Jones: We are happy to support this delegation of functions. I am relieved to hear what the Deputy Minister has said about those functions that have not been delegated. I think that there was broad agreement that that was appropriate. We are glad that the Government has made its proposals in that context.

It is pleasing to see the Government meeting a commitment—and it would be churlish to say 'for once', of course. However, in doing so, I raise some concerns with the Minister that we broached earlier in the process, and urge him to ensure that they are adequately addressed. It is a matter of regret to us—as it is, I am sure, to the Minister and his colleagues—that there is no requirement in the Act for the UK Government to respond to the commissioner on issues raised. There are so many important issues, such as pensions and benefits, that have huge impact on pensioner poverty, but which remain non-devolved. In the context of these two debates that we are having today, I urge the Minister to agree to explore with the commissioner, when he or she is appointed, how non-devolved matters could be addressed and how representations could be made.

Another concern that I want to raise is the potential overlap in responsibilities with other bodies. I am thinking particularly of the new Commission for Equality and Human Rights, which now has the welcome duty to protect the rights of older and younger people, though only in the field of employment, of course. Many of us would have liked to see that duty covering goods, facilities, and services, and, hopefully, in time, it will.

Rhydd y Ddeddf i'r Cynulliad y pŵer hefyd i gymeradwyo gweithdrefn gwyno fewnol y comisiynydd. Y bwriad yn hyn o beth yw y bydd arfer y pŵer hwn yn sicrhau y bydd y weithdrefn gwyno'n drwyadl ac yn ddiuedd. Er mwyn sicrhau y bydd y Cynulliad yn cynnal dadl a phleidlais ar y weithdrefn mewn Cyfarfod Llawn, nid yw'r swyddogaeth honno wedi ei dirprwyo.

Helen Mary Jones: Yr ydym yn falch o gefnogi'r dirprwyo hwn ar swyddogaethau. Mae'n dda gennyf glywed yr hyn a ddywedodd y Dirprwy Weinidog ynglŷn â'r swyddogaethau hynny nad ydynt wedi eu dirprwyo. Credaf fod cytundeb cyffredinol bod hynny'n briodol. Yr ydym yn falch i'r Llywodraeth wneud ei chynigion yn y cyd-destun hwnnw.

Braf yw gweld y Llywodraeth yn cyflawni ymrwymiad—ac anfoesgar fyddai dweud 'am unwaith', wrth reswm. Fodd bynnag, o wneud hynny, codaf rai pryderon gyda'r Gweinidog y bu inni eu crybwyll yn gynharach yn y broses, ac yr wyf yn ei annog i sicrhau y cânt sylw digonol. Mae'n resyn gennym ninnau—fel y mae, bid siŵr, i'r Gweinidog a'i gyd-Aelodau—nad oes rheidrwydd yn y Ddeddf i Lywodraeth y Deyrnas Unedig ymateb i'r comisiynydd ynghylch materion a godir. Mae cynifer o faterion pwysig, megis pensiynau a budd-daliadau, sy'n cael effaith ddifawr at dlodi ymhlith pensiynwyr, sydd heb eu datganoli. Yng nghyd-destun y ddwy ddadl hyn yr ydym yn eu cynnal heddiw, anogaf y Gweinidog i gytuno i archwilio gyda'r comisiynydd, ar ôl ei benodi ef neu ei phenodi hi, sut y gellid rhoi sylw i faterion sydd heb eu datganoli a sut y gellid cyflwyno sylwadau.

Hoffwn godi pryder arall hefyd, sef y gorgyffwrdd posibl gyda chyfrifoldebau cyrff eraill. Yr wyf yn meddwl yn neilltuol am y Comisiwn Cydraddoldeb a Hawliau Dynol newydd, y mae'n ddyletswydd arno bellach—sy'n rhywbeth i'w groesawu—ddiogelu hawliau pobl hŷn a phobl iau, er mai ym maes cyflogaeth yn unig y mae hynny, wrth gwrs. Buasai'n dda gan lawer ohonom weld ymestyn y ddyletswydd honno dros nwyddau, cyfleusterau a gwasanaethau,

a mawr obeithiaf y bydd hynny'n digwydd, maes o law.

I urge the Minister to ensure that the situation is monitored and that there is no duplication of effort. Most importantly, perhaps, I urge him to make sure that, if a person approaches the commissioner when they would be better off approaching the commission, or vice versa, appropriate signposting is in place to enable older people to ensure that their rights are secured.

In the context of our having this debate on World Mental Health Day, I take this opportunity to express the hope that the commissioner will address some of the issues relating to older people's mental health. We know that there has been a tendency to regard the deterioration in mental health and wellbeing as an inevitable part of ageing. I know that there is consensus in the Assembly that that is not acceptable and that that assumption must be challenged. I trust that the commissioner will closely monitor the implementation of those aspects of the national service framework for older people's health that relate to mental health. Those aspects must be properly resourced or they will remain a wish list. I also hope that the Government will respond to any concerns raised by the older people's commissioner more positively than it has done to concerns over child and adolescent mental health raised by the children's commissioner.

I am sure that the Minister and the Government understand that the older people's commissioner will, at times, be there to make their lives difficult. That will be one function of that role. I am sure that this relationship will be no more cosy and comfortable than the relationship with the children's commissioner has been. I welcome that, and we are content to support this delegation today.

Jenny Randerson: The Welsh Liberal Democrats will be supporting this transfer of functions Order, and we will also be supporting the commencement Order. However, we remain of the view that the first priority of this Government should be improving the level of services for older

Anogaf y Gweinidog i sicrhau y caiff y sefyllfa ei monitro ac na fydd dyblygu ymdrechion. Yn bwysicaf oll, efallai, anogaf ef i sicrhau, os daw rhywun at y comisiynydd ac y byddai'n well iddo fynd at y comisiwn, neu fel arall, y bydd dulliau cyfeirio priodol ar waith i bobl hŷn allu sicrhau bod eu hawliau'n cael eu diogelu.

Yng nghyd-destun cynnal y ddatl hon ar ddiwrnod Iechyd Meddwl y Byd, manteisiaf ar y cyfle i fynegi'r gobaith y bydd y comisiynydd yn rhoi sylw i rai o'r materion sy'n ymwneud ag iechyd meddwl pobl hŷn. Gwyddom fod tuedd wedi bod i edrych ar ddirywiad iechyd a lles meddyliol fel rhan annatod o heneiddio. Gwn fod consensws yn y Cynulliad nad yw hynny'n dderbyniol a bod yn rhaid herio'r dybiaeth honno. Hyderaf y bydd y comisiynydd yn monitro'n ofalus sut y bydd yr agweddau hynny ar fframwaith gwasanaeth cenedlaethol iechyd pobl hŷn sy'n ymwneud ag iechyd meddwl yn cael eu gweithredu. Mae'n rhaid rhoi adnoddau priodol i'r agweddau hynny neu byddant yn parhau'n freuddwyd gwrrach. Gobeithiaf hefyd y bydd y Llywodraeth yn ymateb i unrhyw bryderon a godir gan y comisiynydd pobl hŷn mewn modd mwy cadarnhaol nag y mae wedi gwneud i'r pryderon ynghylch iechyd meddwl y glasged a godwyd gan y comisiynydd plant.

Yr wyf yn siŵr bod y Gweinidog a'r Llywodraeth yn deall mai lle'r comisiynydd pobl hŷn, ar adegau, fydd gwneud pethau'n anodd iddynt. Dyna un o swyddogaethau'r rôl honno. Yr wyf yn sicr na fydd y berthynas hon ddim mymryn mwy cysurus a chyffyrddus nag y mae'r berthynas gyda'r comisiynydd plant wedi bod. Yr wyf yn croesawu hynny, ac yr ydym yn fodlon cefnogi'r dirprwyo hwn heddiw.

Jenny Randerson: Bydd Democratiaid Rhyddfrydol Cymru'n cefnogi'r Gorchymyn trosglwyddo swyddogaethau hwn, a byddwn hefyd yn cefnogi'r Gorchymyn cychwyn. Fodd bynnag, yr ydym yn dal i fod o'r farn y dylai gwella gwasanaethau pobl hŷn fod yn brif flaenoriaeth i'r Llywodraeth hon. Er

people. Nevertheless, this will be a useful addition to ensuring that that takes place.

Our amendment to the later motion draws attention to the disappointment that we share with many of the organisations that represent older people and with Plaid Cymru that it will be possible for the commissioner to make direct representations to the Assembly on non-devolved issues, but he or she will not be able to make direct representations to the UK Government on such issues, and, of course, the UK Government will be under no obligation to respond. I hope that our Minister will not give up on this issue and will at the very least negotiate a protocol with the UK Government on these matters, so that, although it may not be formally written into the legislation, in practice, there will be a UK Government response on non-devolved issues. For certain, they will arise all the time.

Pensions, for example, are a key issue that will be referred to the older people's commissioner. There are also concerns about cross-border issues for people living in Wales who receive a service in England, which they would receive in Wales if they lived elsewhere or if their circumstances were different. Therefore, for people receiving those kinds of services, such as the health service, it will be a bitter blow if they cannot seek redress or get any kind of response from the Government. There is potential for huge complexity on this issue, and for the new commissioner to be walking into a situation that is tremendously complex. The job and the priority for the new commissioner must be to ensure that the commission is made as simple as possible, so that it becomes a genuine and meaningful one-stop shop for people—or at least a one bus stop where you can be signposted to different places with ease.

The complexity will relate not only to the links with the UK Government, but also to links with other commissioners, ombudsmen and so on, as well as with the new Commission for Equality and Human Rights. If it is to be successful, it has to be simplified at the point of use, and that will be how we judge it. There is a hard act to follow: the

hynny, bydd hyn yn gam buddiol at sicrhau bod hynny'n digwydd.

Mae ein gwelliant i'r cynnig diweddarach yn tynnu sylw at ein siom ni a siom llawer o'r cyrff sy'n cynrychioli pobl hŷn a Phlaid Cymru y bydd yn bosibl i'r comisiynydd gyflwyno sylwadau'n uniongyrchol i'r Cynulliad ynghylch materion sydd heb eu datganoli, ond na chaiff ef neu hi gyflwyno sylwadau'n uniongyrchol i Lywodraeth y Deyrnas Unedig ynghylch materion o'r fath, ac, wrth reswm, ni fydd dim rheidrydd ar Lywodraeth y Deyrnas Unedig i ymateb. Gobeithiaf na wnaiff ein Gweinidog ildio ar y mater hwn ac y bydd, fan leiaf, yn cyd-drafod protocol gyda Llywodraeth y Deyrnas Unedig ynghylch y materion hyn, fel y bydd mewn gwirionedd, er nad yn rhan ysgrifenedig ffurfiol o'r ddeddfwriaeth, ymateb gan Lywodraeth y Deyrnas Unedig ynghylch materion sydd heb eu datganoli. Yn ddiamau, byddant yn codi drwy'r amser.

Mae pensiynau, er enghraifft, yn fater allweddol a gaiff ei gyfeirio at y comisiynydd pobl hŷn. Mae pryderon hefyd ynghylch materion trawsffiniol sy'n effeithio ar bobl sy'n byw yng Nghymru sy'n cael gwasanaeth yn Lloegr, y byddent wedi ei gael yng Nghymru petaent yn byw yn rhywle arall neu petai eu hamgylchiadau'n wahanol. Felly, i bobl sy'n cael y mathau hynny o wasanaethau, megis y gwasanaeth iechyd, bydd yn ergyd dost iddynt os na allant geisio unioni cam neu gael dim math o ymateb gan y Llywodraeth. Gallai cymhlethdod enfawr godi ar y mater hwn, a gallai'r comisiynydd ei gael ei hun neu ei chael ei hun mewn sefyllfa ddyrys dros ben. Mae'n rhaid sicrhau mai gwaith a blaenoriaeth y comisiynydd newydd fydd sicrhau bod y comisiwn cyn symled â phosibl, fel y bydd yn dod yn siop-un-stop wirioneddol ac ystyrlon i bobl—neu o leiaf yn arhosfan bysiau lle y gallwch gael eich cyfeirio at wahanol fannau yn rhwydd.

Bydd a wnelo'r cymhlethdod nid yn unig â chysylltiadau â Llywodraeth y Deyrnas Unedig, ond hefyd â chysylltiadau â chomisiynwyr eraill, ombwdsmyn ac yn y blaen, ynghyd â'r Comisiwn Cydraddoldeb a Hawliau Dynol newydd. Os yw am lwyddo, mae'n rhaid ei symleiddio o ran y modd y caiff ei ddefnyddio, a dyna sut y byddwn yn

children's commissioner, as Helen Mary said, has set a strong precedent in standing up for the rights of children, in his case, and ensuring that he is seen as a truly independent voice. I very much hope that this new arrangement will be suitably successful as a follow-on to that.

Having said that, the Welsh Liberal Democrats will be supporting this transfer of functions, although we believe that some significant challenges are facing the Government on this one.

The Deputy Minister (John Griffiths): I welcome the welcome, as it were, for these measures and for this manifesto commitment from Welsh Labour that is now well on its way to being delivered.

First, to deal with the fact that the commissioner will be able to make representations on any matter affecting older people in Wales to the Welsh Assembly Government, which, in turn, can then make representations to the UK Government, that will be aided and assisted by a system similar to that which operates with the children's commissioner. Nick Ainger in the Wales Office has made it clear that he would envisage that open-door approach as it were, applying equally to the older people's commissioner, as has successfully and effectively been the case with the children's commissioner.

4.30 p.m.

In response to Jenny, there may well be a protocol to deal with that scenario, and to ensure that there is a response from the appropriate UK Minister. Therefore, that should work smoothly and well, given the experience of the Office of the Children's Commissioner for Wales.

You are both, Helen Mary and Jenny, also concerned with the potential overlap, particularly perhaps with the single equality body, the Commission for Equality and Human Rights. As far as age is concerned, that body will only deal with employment and employment-related training, and not public services more generally, so there will

ei farnu. Mae i'r swydd ragflaenydd hynod: mae'r comisiynydd plant, ys dywedodd Helen Mary, wedi sefydlu cynsail cryf o ran cynnal hawliau plant, yn ei achos ef, a sicrhau y caiff ei weld yn llais gwirioneddol annibynnol. Mawr obeithiaf y bydd y drefn newydd hon yr un mor llwyddiannus yn sgîl hynny.

Wedi dweud hynny, bydd Democratiaid Rhyddfrydol Cymru'n cefnogi'r trosglwyddo hwn ar swyddogaethau, er ein bod yn credu bod ambell sialens sylweddol yn wynebu'r Llywodraeth yn hyn o beth.

Y Dirprwy Weinidog (John Griffiths): Croesawaf y croeso, fel petai, a roddwyd i'r mesurau hyn ac i ymrwymiad ym maniffesto Llafur Cymru sydd ar fin cael ei gyflawni.

Yn gyntaf, o ran y ffaith y bydd y comisiynydd yn gallu cyflwyno sylwadau ynghylch unrhyw fater sy'n effeithio ar bobl hŷn yng Nghymru i Lywodraeth Cynulliad Cymru a fydd, yn ei thro, yn gallu cyflwyno sylwadau i Lywodraeth y Deyrnas Unedig, caiff hynny ei gynorthwyo a'i gefnogi gan system debyg i eiddo'r comisiynydd plant. Mae Nick Ainger yn Swyddfa Cymru wedi dweud yn glir y byddai'n rhagweld y byddai dull drws agored o'r fath fel petai, yr un mor berthnasol i'r comisiynydd pobl hŷn, fel sydd wedi bod yn llwyddiannus ac yn effeithiol yn achos y comisiynydd plant.

Mewn ymateb i Jenny, mae'n ddigon posibl y bydd protocol i ddelio â'r senario honno, ac i sicrhau ein bod yn cael ymateb gan Weinidog priodol y DU. O ganlyniad, dylai hyn weithio'n ddigon rhwydd ac yn llwyddiannus, o ystyried profiad Swyddfa Comisiynydd Plant Cymru.

Yr ydych eich dwy, Helen Mary a Jenny, yn bryderus hefyd ynglŷn â'r gorgyffwrdd posibl, yn enwedig efallai â'r un corff cydraddoldeb, y Comisiwn Cydraddoldeb a Hawliau Dynol. Cyn belled ag y mae oedran yn y cwestiwn, bydd y corff hwn yn delio â chyflogaeth a hyfforddiant sy'n gysylltiedig â chyflogaeth, yn hytrach na gwasanaethau

be a strong role for the commissioner over and above what the single equality body will deal with. The older people's commissioner will have a variety of other functions with regard to age, over and above what the single equality body will be able to do.

However, that is not to say that there are not issues to do with overlap, and not just with the single equality body, but with the Public Services Ombudsman for Wales and several others. That is why it is envisaged that there will be protocols and agreements to deal with that overlap, in terms of how it can be avoided, and how it can best be dealt with. Working-level agreements and protocols will be put into place to deal with those issues around joint working, and who does what best. Those are important issues, but they are not insurmountable.

On the Liberal Democrat amendment to the next motion for debate, Jenny, Brian will deal with that in the debate on that motion.

cyhoeddus yn fwy cyffredinol, felly bydd gan y comisiynydd rôl gref sy'n ychwanegol at rôl yr un corff cydraddoldeb. Bydd gan y comisiynydd pobl hŷn swyddogaethau amrywiol eraill yn ymwneud ag oedran, yn ogystal â'r hyn y gall yr un corff cydraddoldeb ei wneud.

Fodd bynnag, nid yw hyn yn golygu nad oes problemau sy'n ymwneud â gorgyffwrdd, nid yn unig â'r un corff cydraddoldeb, ond hefyd ag Ombwdsmon Gwasanaethau Cyhoeddus Cymru a nifer o gyrff eraill. Dyna pam y rhagwelir y bydd protocolau a chytundebau i ddelio â'r gorgyffwrdd hwn, o ran sut y gellir ei osgoi, a beth yw'r ffordd orau o ddelio ag ef. Bydd protocolau a chytundebau lefel gwaith yn cael eu sefydlu i ddelio â'r materion hynny sy'n ymwneud â chydweithio, a phwy sy'n gwneud beth orau. Mae'r rhain yn faterion pwysig, ond nid ydynt yn anorchfygol.

Ynglŷn â gwelliant y Democratiaid Rhyddfrydol i'r cynnig nesaf sydd i'w drafod, Jenny, bydd Brian yn delio â hynny yn y ddadl ar y cynnig hwnnw.

*Cynnig (NDM3232): O blaid 51, Ymatal 0, Yn erbyn 0.
Motion (NDM3232): For 51, Abstain 0, Against 0.*

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

Andrews, Leighton
Barrett, Lorraine
Bates, Mick
Black, Peter
Burnham, Eleanor
Butler, Rosemary
Cairns, Alun
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Andrew
Davies, David
Davies, Glyn
Davies, Janet
Dunwoody, Tamsin
Essex, Sue
Francis, Lisa
German, Michael
Gibbons, Brian
Graham, William
Gregory, Janice
Griffiths, John
Gwyther, Christine
Hart, Edwina
Hutt, Jane
Idris Jones, Denise

Isherwood, Mark
 James, Irene
 Jones, Ann
 Jones, Carwyn
 Jones, Elin
 Jones, Helen Mary
 Jones, Ieuan Wyn
 Jones, Laura Anne
 Lewis, Huw
 Lloyd, David
 Lloyd, Val
 Melding, David
 Morgan, Rhodri
 Neagle, Lynne
 Pugh, Alun
 Randerson, Jenny
 Ryder, Janet
 Sargeant, Carl
 Sinclair, Karen
 Thomas, Catherine
 Thomas, Gwenda
 Thomas, Rhodri Glyn
 Williams, Brynle
 Williams, Kirsty
 Wood, Leanne

*Derbyniwyd y cynnig.
 Motion carried.*

**Cymeradwyo Gorchymyn Deddf Comisiynydd Pobl Hŷn (Cymru) 2006
 (Cychwyn) 2006
 Approval of the Commissioner for Older People (Wales) Act 2006
 (Commencement) Order 2006**

Motion (NDM3233): to propose that

Cynnig (NDM3233): cynnig bod

the National Assembly for Wales:

Cynulliad Cenedlaethol Cymru:

considers the principle of the Commissioner for Older People (Wales) Act 2006 (Commencement) Order 2006, a copy of which was laid in the Table Office on 19 September 2006.

yn ystyried egwyddor Gorchymyn Deddf Comisiynydd Pobl Hŷn (Cymru) 2006 (Cychwyn) 2006, y gosodwyd copi ohono yn y Swyddfa Gyflwyno ar 19 Medi 2006.

Amendment 1 in the name of Kirsty Williams. Add a new point at the end of the motion:

Gwelliant 1 yn enw Kirsty Williams. Ychwanegu pwynt newydd ar ddiwedd y cynnig:

regrets that in regard to non-devolved matters the UK Government is not required to formally respond to representations from the commissioner.

yn gresynu nad oes gofyn i Lywodraeth y DU ymateb yn ffurfiol i sylwadau gan y comisiynydd ynghylch materion nad ydynt wedi'u datganoli.

Motion (NDM3234): to propose that

Cynnig (NDM3234): cynnig bod

the National Assembly for Wales:

Cynulliad Cenedlaethol Cymru:

1. considers the report of the Legislation Committee laid in the Table Office and e-

1. yn ystyried adroddiad y Pwyllgor Deddfau a osodwyd yn y Swyddfa Gyflwyno ac a e-

mailed to Assembly Members on 3 October 2006 in relation to the draft The Commissioner for Older People (Wales) Act 2006 (Commencement) Order 2006; and

2. approves that the draft the Commissioner for Older People (Wales) Act 2006 (Commencement) Order 2006 is made in accordance with the draft laid in the Table Office on 19 September 2006.

The Presiding Officer: I have selected amendment 1 to NDM3233 in the name of Kirsty Williams.

The Minister for Health and Social Services (Brian Gibbons): I propose that

the National Assembly for Wales:

considers the principle of the Commissioner for Older People (Wales) Act 2006 (Commencement) Order 2006, a copy of which was laid in the Table Office on 19 September 2006. (NDM3233)

I propose that

the National Assembly for Wales:

1. considers the report of the Legislation Committee laid in the Table Office and e-mailed to Assembly Members on 3 October 2006 in relation to the draft the Commissioner for Older People (Wales) Act 2006 (Commencement) Order 2006; and

2. approves that the draft the Commissioner for Older People (Wales) Act 2006 (Commencement) Order 2006 is made in accordance with the draft laid in the Table Office on 19 September 2006. (NDM3234)

Jenny Randerson: I propose amendment 1 to NDM3233 in the name of Kirsty Williams. Add a new point at the end of the motion:

regrets that in regard to non-devolved matters the UK Government is not required to formally respond to representations from the commissioner.

bostiwyd at Aelodau'r Cynulliad ar 3 Hydref 2006 ynghylch y Gorchymyn drafft, Gorchymyn Deddf Comisiynydd Pobl Hŷn (Cymru) 2006 (Cychwyn) 2006; a

2. yn cymeradwyo bod y Gorchymyn drafft, Gorchymyn Deddf Comisiynydd Pobl Hŷn (Cymru) 2006 (Cychwyn) 2006 yn cael ei wneud yn unol â'r drafft a osodwyd yn y Swyddfa Gyflwyno ar 19 Medi 2006.

Y Llywydd: Yr wyf wedi dethol gwelliant 1 i NDM3233 yn enw Kirsty Williams.

Y Gweinidog dros Gyfiawnder Cymdeithasol ac Adfwyio (Brian Gibbons): Cynigiau fod

Cynulliad Cenedlaethol Cymru:

yn ystyried egwyddor Gorchymyn Deddf Comisiynydd Pobl Hŷn (Cymru) 2006 (Cychwyn) 2006, y gosodwyd copi ohono yn y Swyddfa Gyflwyno ar 19 Medi 2006. (NDM3233)

Cynigiau fod

Cynulliad Cenedlaethol Cymru:

1. yn ystyried adroddiad y Pwyllgor Deddfau a osodwyd yn y Swyddfa Gyflwyno ac a e-bostiwyd at Aelodau'r Cynulliad ar 3 Hydref 2006 ynghylch y Gorchymyn drafft, Gorchymyn Deddf Comisiynydd Pobl Hŷn (Cymru) 2006 (Cychwyn) 2006; a

2. yn cymeradwyo bod y Gorchymyn drafft, Gorchymyn Deddf Comisiynydd Pobl Hŷn (Cymru) 2006 (Cychwyn) 2006 yn cael ei wneud yn unol â'r drafft a osodwyd yn y Swyddfa Gyflwyno ar 19 Medi 2006. (NDM3234)

Jenny Randerson: Cynigiau welliant 1 i NDM3233 yn enw Kirsty Williams. Ychwanegu pwynt newydd ar ddiwedd y cynnig:

yn gresynu nad oes gofyn i Lywodraeth y DU ymateb yn ffurfiol i sylwadau gan y comisiynydd ynghylch materion nad ydynt wedi'u datganoli.

I hope that the Minister will take it upon himself to say that the Government will support this amendment, because I believe that it will strengthen the Government's hand.

Helen Mary Jones: I reiterate our support for the Liberal Democrat amendment. There is no room for complacency here—we still believe that there should be a formal requirement for the UK Government to respond on non-devolved issues. We understand that it is not our Minister's fault that it is not included, but we have had a recent example of an Assembly committee strengthening the hand of an Assembly Minister in her dealings with central Government with regard to the sex discrimination measures. This amendment's being carried today might strengthen our Minister's hand with regard to increasing the accountability of the Westminster Government to our older people's commissioner.

Mark Isherwood: We will support this motion, and the Liberal Democrat amendment.

The Act from which this derives benefited from detailed scrutiny in the House of Lords. I wish to place on record our gratitude to Lord Roberts of Conwy for his sterling work in that regard.

The proposal for a commissioner for older people—the first such post anywhere in the United Kingdom—has attracted widespread support. In Wales's particular circumstances, it is possible to make a convincing case for the commissioner provided for in this measure. Wales has a growing population of older people, compared with other parts of the United Kingdom. Currently, just over 22 per cent of the population in Wales—or 600,000 people—is aged over 60, compared with 20 per cent across the UK. Over 17 per cent of the Welsh population is now aged over 64, and, if the UK as a whole had the same share of older people as Wales has, there would be an additional 900,000 older people living in the UK.

Looking ahead, demographic changes over the next 20 years are expected to alter the

Yr wyf yn gobeithio y bydd y Gweinidog yn barod i ddweud y bydd y Llywodraeth yn cefnogi'r gwelliant hwn, oherwydd credaf y bydd yn cynnal breichiau'r Llywodraeth.

Helen Mary Jones: Yr wyf yn datgan unwaith eto ein cefnogaeth i welliant y Democratiaid Rhyddfrydol. Ni wiw inni fod yn hunanfodlon—yr ydym yn dal i gredu bod angen gofyn yn ffurfiol i Lywodraeth y DU ymateb i faterion nad ydynt wedi'u datganoli. Deallwn nad ar ein Gweinidog ni y mae'r bai nad yw hyn wedi cael ei gynnwys, ond gwelsom enghraifft ddiweddar o un o bwyllgorau'r Cynulliad yn cynnal breichiau un o Weinidogion y Cynulliad wrth iddi ymwneud â'r Llywodraeth ganolog yng nghyswllt y mesurau gwahaniaethu ar sail rhyw. Pe bai'r gwelliant hwn yn cael ei basio heddiw byddai'n cynnal breichiau ein Gweinidog drwy wneud Llywodraeth San Steffan yn fwy atebol i'n comisiynydd pobl hŷn.

Mark Isherwood: Byddwn yn cefnogi'r cynnig hwn, a gwelliant y Democratiaid Rhyddfrydol.

Mae'r Ddeddf y mae'r cynnig hwn yn deillio ohoni wedi elwa o waith craffu manwl yn Nhŷ'r Arglwyddi. Hoffwn gofnodi ein diolch i'r Arglwydd Roberts o Gonwy am ei waith rhagorol yn y cyswllt hwnnw.

Mae'r cynnig ar gyfer comisiynydd pobl hŷn—y swydd gyntaf o'i bath yn unrhyw ran o'r Deyrnas Unedig—wedi cael cefnogaeth o sawl cyfeiriad. O ystyried amgylchiadau penodol Cymru, mae'n bosibl rhoi dadl gref o blaid y comisiynydd y darperir ar ei gyfer yn y mesur hwn. Mae nifer y bobl hŷn yng Nghymru ar gynnydd, o'i gymharu â rhannau eraill o'r Deyrnas Unedig. Ar hyn o bryd, mae ychydig dros 22 y cant o boblogaeth Cymru—neu 600,000 o bobl—dros 60 oed, o'i gymharu ag 20 y cant drwy'r DU. Mae dros 17 y cant o boblogaeth Cymru bellach dros 64 oed, a phe bai gan y DU yn ei chyfanrwydd yr un gyfran o bobl hŷn ag sydd yng Nghymru, byddai 900,000 yn rhagor o bobl hŷn yn byw yn y DU.

Gan edrych ymlaen, disgwylir y bydd newidiadau demograffig yn ystod yr 20

balance of the population significantly, with the proportion of people aged over 60 in Wales expected to reach 28 per cent: by 2017 430,000 households in Wales—one in three—will include someone aged 65 or older. By then, 146,000 households will be headed by someone aged over 75, and over 50,000 households by someone aged over 85, which is a 56 per cent increase.

Many people in Wales aged 50 and over suffer from problems of poor housing and nutrition, a lack of employment opportunities, and inadequate transport services. Age discrimination in employment, especially if someone has been made redundant in, say, their 40s or 50s, is a huge problem and older people also suffer from being denied pay rises or proper training opportunities on account of their age. There is new legislation in this respect that the commissioner will have a key role in monitoring.

In addition, as we all know from our constituency or regional experiences, it is often the case that older people are the most reluctant to complain about bad service or poor treatment. It is largely for these reasons that a number of organisations across Wales have argued that we need a dedicated commissioner who can stand up for, defend and enforce older people's human rights, and promote age equality in service provision across the board. However, we should not be under any illusions and we should not try to kid the people of Wales into believing that the commissioner will somehow be a panacea for every problem faced by older people. The commissioner will be no substitute for things such as a better basic state pension or improved personal care. Help the Aged in Wales warned when the Bill was published that pension reform and an end to means-tested pensions would do more to improve the lives of pensioner households.

The commissioner will not do much to alleviate the swingeing increases in council tax that have particularly hammered older people across Wales, either. The

mlynedd nesaf yn newid cydbwysedd y boblogaeth yn sylweddol, gyda chyfran y bobl sydd dros 60 oed yng Nghymru yn cyrraedd 28 y cant: erbyn 2017 bydd 430,000 o gartrefi Cymru—un o bob tri—yn cynnwys rhywun sy'n 65 oed neu'n hŷn. Erbyn hynny, bydd gan 146,000 o gartrefi benteulu sydd dros 75 oed, a bydd gan dros 50,000 o gartrefi benteulu sydd dros 85 oed, sy'n gynydd o 56 y cant.

Mae llawer o bobl yng Nghymru sy'n 50 ac yn hŷn na hynny yn dioddef oherwydd problemau'n ymwneud â chartrefi a maeth gwael, diffyg cyfleoedd ar gyfer gwaith, a gwasanaethau trafnidiaeth annigonol. Mae gwahaniaethu ar sail oedran mewn cyflogaeth, yn enwedig os yw rhywun wedi cael ei wneud yn ddi-waith yn ei 40au neu ei 50au dyweder, yn broblem aruthrol ac mae pobl hŷn hefyd yn dioddef am nad ydynt yn cael codiadau cyflog neu gyfleoedd hyfforddiant priodol oherwydd eu hoedran. Ceir deddfwriaeth newydd yn y cyswllt hwn y bydd gan y comisiynydd ran allweddol yn y gwaith o'i monitro.

Yn ychwanegol at hyn, fel y gwyddom i gyd yn sgîl ein profiadau yn ein hetholaethau neu ein rhanbarthau, pobl hŷn yn aml yw'r rhai mwyaf cyndyn o gwyno am wasanaeth gwael neu driniaeth annigonol. Oherwydd y rhesymau hyn yn bennaf y mae nifer o sefydliadau ledled Cymru wedi dadlau bod arnom angen comisiynydd penodol a all amddiffyn, gorfodi a sefyll dros hawliau dynol pobl hŷn, a hybu cydraddoldeb i bobl o bob oed wrth ddarparu gwasanaethau yn gyffredinol. Fodd bynnag, ni ddylem dwyllo'n hunain ac ni ddylem geisio gwneud i bobl Cymru gredu y bydd y comisiynydd rywsut neu'i gilydd yn ateb holl broblemau pobl hŷn. Ni fydd y comisiynydd yn cymryd lle pethau fel gwell pensiwn sylfaenol gan y wladwriaeth neu well gofal personol. Rhoddwyd rhybudd gan Help the Aged yng Nghymru pan gyhoeddwyd y Mesur y byddai diwygio pensiynau a dod â phensiynau yn seiliedig ar brawf modd i ben yn gwneud mwy i wella bywydau pensiynwyr.

Ni fydd y comisiynydd ychwaith yn gwneud llawer i leddfu'r cynnydd aruthrol yn y dreth gyngor sydd wedi bod yn ergyd galed iawn i bobl hŷn ledled Cymru. Ni fydd y

commissioner will not sort out the chronic problems of the health service in Wales, and older people are reckoned to account for about 60 per cent of all health spending. It is also a fact that legislation alone will not end discrimination overnight. Eradicating discrimination requires a change of attitude across the board, and that, unfortunately, will take time. Anything that a newly appointed commissioner can do to speed up the process, however, will be warmly welcomed.

An early test may be with regard to fuel poverty, which disproportionately affects older people. I welcome the fact that the Welsh Assembly Government supported my amendment last week requiring it to support research into the causes of excess winter deaths. Only its material support now will allow for a real evidence base upon which effective action may be taken.

The Minister for Health and Social Services (Brian Gibbons): I am pleased that the general approach has been so positive, although a lot of the comments concentrated on the negative, which is a little disappointing on what is a historic day for us in the National Assembly for Wales and for older people, and not just in Wales or the United Kingdom, but, it is fair to say, throughout the world. This is a red letter day. We also need to be grateful to the UK Government, which has expedited this piece of legislation. The fact that we are discussing it so early in the life of the current Parliament is evidence of the UK Government's commitment to facilitating this piece of legislation.

John Griffiths has adequately dealt with the points that have been raised that are particularly pertinent to the amendment. We have had a clear commitment, under the Government of Wales Act 2006, that we, as an Assembly Government, can raise any matter that affects the people of Wales with the UK Government. We have had the open-door offer from the Wales Office, which is a very positive development, and it is a little unfortunate that, rather than celebrating what is an important development in Wales and

comisiynydd yn datrys problemau enbyd y gwasanaeth iechyd yng Nghymru, a chredir bod pobl hŷn yn gyfrifol am tua 60 y cant o'r holl wariant ar iechyd. Mae'n ffaith hefyd na fydd deddfwriaeth yn unig yn dileu gwahaniaethu dros nos. Er mwyn dileu gwahaniaethu mae angen newid agwedd yn gyffredinol, a bydd hynny, yn anffodus, yn cymryd amser. Bydd unrhyw beth y gall y comisiynydd newydd ei wneud i gyflymu'r broses, fodd bynnag, yn cael ei groesawu'n frwd.

Efallai y ceir prawf cynnar ynglŷn â thlodi tanwydd, gan ei fod yn cael effaith anghymesur ar bobl hŷn. Yr wyf yn falch iawn bod Llywodraeth Cynulliad Cymru wedi cefnogi fy ngwelliant yr wythnos diwethaf yn gofyn iddi gefnogi ymchwil i'r hyn sy'n achosi marwolaethau ychwanegol yn ystod y gaeaf. Dim ond cefnogaeth ymarferol ganddi a all roi i ni yn awr sylfaen dystiolaeth wirioneddol ar gyfer camau effeithiol.

Y Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol (Brian Gibbons): Yr wyf yn falch bod yr agwedd gyffredinol wedi bod mor gadarnhaol, er bod llawer o'r sylwadau'n canolbwyntio ar y negyddol, sydd braidd yn siomedig ar ddiwrnod hanesyddol i ni yng Nghynulliad Cenedlaethol Cymru ac i bobl hŷn, ac nid yn unig yng Nghymru na'r Deyrnas Unedig, ond, mae'n deg dweud, drwy'r byd. Mae hwn yn ddiwrnod arbennig iawn. Mae angen inni hefyd fod yn ddiolchgar i Lywodraeth y DU, sydd wedi hwyluso'r darn hwn o ddeddfwriaeth. Mae'r ffaith ein bod yn ei drafod mor gynnar yn nhymer y Senedd gyfredol yn dystiolaeth o ymrwymiad Llywodraeth y DU i hwyluso'r darn hwn o ddeddfwriaeth.

Mae John Griffiths wedi delio'n ddigonol â'r pwyntiau a godwyd sydd fwyaf perthnasol i'r gwelliant. Yr ydym wedi cael ymrwymiad clir, dan Ddeddf Llywodraeth Cymru 2006, y gallwn ni, fel Llywodraeth y Cynulliad, ddwyn unrhyw fater sy'n effeithio ar bobl Cymru i sylw Llywodraeth y DU. Yr ydym wedi cael y cynnig y bydd y drws yn agored gan Swyddfa Cymru, sy'n ddatblygiad cadarnhaol iawn, ac mae braidd yn anffodus, yn hytrach na dathlu'r hyn sy'n ddatblygiad pwysig yng Nghymru a bod yn gadarnhaol

being positive about how we can build on this, we have had a slightly negative tinge to the debate. Nonetheless, we understand what the amendment is trying to achieve and we will not oppose it.

yn glŷn â sut y gallwn adeiladu ar hyn, ein bod wedi cael gogwydd braidd yn negyddol i'r ddadl. Er hyn, yr ydym yn deall beth y mae'r gwelliant yn ceisio'i sicrhau ac ni fyddwn yn ei wrthwynebu.

The Presiding Officer: We will now revert to our quaint habit of voting for amendments that are accepted.

Y Llywydd: Awn yn ôl yn awr at yr arferiad rhyfedd sydd gennym o bleidleisio dros welliannau sy'n cael eu derbyn.

4.40 p.m.

*Gwelliant 1: O blaid 24, Ymatal 28, Yn erbyn 0.
Amendment 1: For 24, Abstain 28, Against 0.*

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

Bates, Mick
Black, Peter
Burnham, Eleanor
Cairns, Alun
Davies, David
Davies, Glyn
Davies, Janet
Francis, Lisa
German, Michael
Graham, William
Isherwood, Mark
Jones, Alun Ffred
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn
Jones, Laura Anne
Lloyd, David
Melding, David
Randerson, Jenny
Ryder, Janet
Thomas, Rhodri Glyn
Williams, Brynle
Williams, Kirsty
Wood, Leanne

Ymataliodd yr Aelodau canlynol:
The following Members abstained:

Andrews, Leighton
Barrett, Lorraine
Butler, Rosemary
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Andrew
Dunwoody, Tamsin
Essex, Sue
Gibbons, Brian
Gregory, Janice
Griffiths, John
Gwyther, Christine
Hart, Edwina
Hutt, Jane
Idris Jones, Denise
James, Irene
Jones, Ann

Jones, Carwyn
 Lewis, Huw
 Lloyd, Val
 Morgan, Rhodri
 Neagle, Lynne
 Pugh, Alun
 Sargeant, Carl
 Sinclair, Karen
 Thomas, Catherine
 Thomas, Gwenda

*Derbyniwyd y gwelliant.
 Amendment carried.*

Motion NDM3233 as amended:

Cynnig NDM3233 fel y'i diwygiwyd:

the National Assembly for Wales:

Cynulliad Cenedlaethol Cymru:

considers the principle of the Commissioner for Older People (Wales) Act 2006 (Commencement) Order 2006, a copy of which was laid in the Table Office on 19 September 2006; and

yn ystyried egwyddor Gorchymyn Deddf Comisiynydd Pobl Hŷn (Cymru) 2006 (Cychwyn) 2006, y gosodwyd copi ohono yn y Swyddfa Gyflwyno ar 19 Medi 2006; ac

regrets that in regard to non-devolved matters the UK Government is not required to formally respond to representations from the commissioner.

yn gresynu nad oes gofyn i Lywodraeth y DU ymateb yn ffurfiol i sylwadau gan y comisiynydd ynghylch materion nad ydynt wedi'u datganoli.

*Cynnig wedi'i ddiwygio: O blaid 51, Ymatal 0, Yn erbyn 0.
 Amended motion: For 51, Abstain 0, Against 0.*

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

Andrews, Leighton
 Barrett, Lorraine
 Bates, Mick
 Black, Peter
 Burnham, Eleanor
 Butler, Rosemary
 Cairns, Alun
 Cuthbert, Jeff
 Davidson, Jane
 Davies, Andrew
 Davies, David
 Davies, Glyn
 Davies, Janet
 Dunwoody, Tamsin
 Essex, Sue
 Francis, Lisa
 German, Michael
 Gibbons, Brian
 Graham, William
 Gregory, Janice
 Griffiths, John
 Gwyther, Christine
 Hart, Edwina
 Hutt, Jane
 Idris Jones, Denise
 Isherwood, Mark
 James, Irene

Jones, Alun Ffred
Jones, Ann
Jones, Carwyn
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn
Jones, Laura Anne
Lewis, Huw
Lloyd, David
Lloyd, Val
Melding, David
Morgan, Rhodri
Neagle, Lynne
Pugh, Alun
Randerson, Jenny
Ryder, Janet
Sargeant, Carl
Sinclair, Karen
Thomas, Catherine
Thomas, Gwenda
Thomas, Rhodri Glyn
Williams, Brynle
Williams, Kirsty
Wood, Leanne

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

*Cynnig (NDM3234): O blaid 50, Ymatal 0, Yn erbyn 0.
Motion (NDM3234): For 50, Abstain 0, Against 0.*

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

Andrews, Leighton
Barrett, Lorraine
Bates, Mick
Black, Peter
Burnham, Eleanor
Butler, Rosemary
Cairns, Alun
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, David
Davies, Glyn
Davies, Janet
Dunwoody, Tamsin
Francis, Lisa
German, Michael
Gibbons, Brian
Graham, William
Gregory, Janice
Griffiths, John
Gwyther, Christine
Hart, Edwina
Hutt, Jane
Idris Jones, Denise
Isherwood, Mark
James, Irene
Jones, Alun Ffred
Jones, Ann
Jones, Carwyn
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn

Jones, Laura Anne
 Lewis, Huw
 Lloyd, David
 Lloyd, Val
 Melding, David
 Morgan, Rhodri
 Neagle, Lynne
 Pugh, Alun
 Randerson, Jenny
 Ryder, Janet
 Sargeant, Carl
 Sinclair, Karen
 Thomas, Catherine
 Thomas, Gwenda
 Thomas, Rhodri Glyn
 Williams, Brynle
 Williams, Kirsty
 Wood, Leanne

*Derbyniwyd y cynnig.
 Motion carried.*

**Cymeradwyo the Closures Guidance (Railway Services in England and Wales)
 Order 2006 o dan Reol Sefydlog Rhif 26
 Approval of the Closures Guidance (Railway Services in England and Wales)
 Order 2006 under Standing Order No. 26**

Y Llywydd: Ni fydd y cynnig hwn yn cael ei gynnis heddiw. **The Presiding Officer:** This motion will not be proposed today.

**Cymeradwyo Cyllideb Gwasanaeth Seneddol y Cynulliad a Chomisiwn
 Cynulliad Cenedlaethol Cymru
 Approval of the Budget for the Assembly Parliamentary Service and the
 National Assembly for Wales Commission**

Peter Black: I propose that

the National Assembly for Wales adopts the draft 2007-08 budget for the Assembly Parliamentary Service and the National Assembly for Wales Commission, as specified in table 1 of the 'The Assembly Parliamentary Service And The National Assembly for Wales Commission: Budget For The Year Ending 31 March 2008', laid before the Assembly on 29 September 2006. (NDM3228)

I formally propose the adoption of the first budget of the new National Assembly for Wales Commission, covering the financial year 2007-08. The budget also covers the expenditure of the Assembly Parliamentary Service for the short period in that year before the commission comes into existence. If the budget is adopted today, it will eventually be incorporated into the formal

Peter Black: Cynigiaf fod

Cynulliad Cenedlaethol Cymru yn mabwysiadu cyllideb ddrafft 2007-08 ar gyfer Gwasanaeth Seneddol y Cynulliad a Chomisiwn Cynulliad Cenedlaethol Cymru, fel y nodwyd yn nhabl 1 'The Assembly Parliamentary Service And The National Assembly for Wales Commission: Budget For The Year Ending 31 March 2008', a osodwyd gerbron y Cynulliad ar 29 Medi 2006. (NDM3228)

Cynigiaf yn ffurfiol ein bod yn mabwysiadu cyllideb gyntaf Comisiwn newydd Cynulliad Cenedlaethol Cymru, ar gyfer y flwyddyn ariannol 2007-08. Mae'r gyllideb hefyd yn ymwneud â gwariant Gwasanaeth Seneddol y Cynulliad ar gyfer y cyfnod byr yn y flwyddyn honno cyn i'r comisiwn ddod i fodolaeth. Os bydd y gyllideb yn cael ei mabwysiadu heddiw, bydd yn cael ei

budget motion required under section 125 of the Government of Wales Act 2006, along with the budget for the Assembly Government.

This is the first Plenary debate on the budget for 2007-08, therefore, I would like to say a few words about the revised budget process that has been brought about by the 2006 Act, and the necessary consequential change to Standing Order No. 21, before concentrating on the specific resource requirements of the Assembly commission. The present Assembly is a corporate body with both executive and scrutiny functions. The budget process that we have endured until now was for the purpose of allowing Plenary to simply adopt the budget for the corporate body as a whole. After next year's elections, the Assembly Government will have a separate legal existence: the executive functions will go to the Assembly Government and the reconstituted Assembly will make legislation and have the scrutiny functions to hold the Government to account.

The new finance provisions in Part 5 of the 2006 Act reflect the respective responsibilities of Ministers and Members. In future, Ministers will have to request that Assembly Members authorise the use of resources. If the Assembly Government spends more than that authorised by Members, the excess will be deemed irregular by the auditor general and the accounting officer will be called upon to explain the reasons why to the Audit Committee. The separation of responsibilities and the new provisions call for a new budget scrutiny regime, so that Members are fully informed when they are called upon to authorise the resources requested by Ministers. Some of this regime is already under consideration by the Committee on Standing Orders and I am sure that the scrutiny process, which I hope will be supported by the establishment of a finance committee, will evolve and improve in the years ahead.

hymgorffori ymhen amser yn y cynnig cyllidebol ffurfiol sy'n ofynnol dan adran 125 o Ddeddf Llywodraeth Cymru 2006, ynghyd â'r gyllideb ar gyfer Llywodraeth y Cynulliad.

Hon yw'r ddadl gyntaf yn y Cyfarfod Llawn ar y gyllideb ar gyfer 2007-08, felly, hoffwn ddweud ychydig eiriau am y broses gyllidebu ddiwygiedig a ddaeth i fodolaeth yn sgîl Deddf 2006, a'r newid y mae angen ei wneud o ganlyniad i hyn i Reol Sefydlog 21, cyn canolbwyntio ar yr adnoddau penodol sydd eu hangen ar gyfer comisiwn y Cynulliad. Mae'r Cynulliad presennol yn gorff corfforaethol sydd â swyddogaethau'n ymwneud â gweithredu a chraffu. Y cyfan yr oedd y broses gyllidebu a oedd gennym cyn hyn yn ei wneud oedd caniatáu i'r Cyfarfod Llawn fabwysiadu'r gyllideb ar gyfer y corff corfforaethol yn ei gyfanrwydd. Ar ôl etholiadau'r flwyddyn nesaf, bydd gan Lywodraeth y Cynulliad fodolaeth gyfreithiol ar wahân: bydd y swyddogaethau gweithredu'n mynd i Lywodraeth y Cynulliad a bydd y Cynulliad ar ei ffurf newydd yn gwneud deddfwriaeth ac yn ymgymryd â'r swyddogaethau craffu i alw'r Llywodraeth i gyfrif.

Mae'r darpariaethau cyllid newydd yn Rhan 5 o Ddeddf 2006 yn adlewyrchu'r cyfrifoldebau priodol sydd gan Weinidogion ac Aelodau. Yn y dyfodol, bydd Gweinidogion yn gorfod gofyn i Aelodau'r Cynulliad awdurdodi'r defnydd o adnoddau. Os bydd Llywodraeth y Cynulliad yn gwario mwy na'r hyn a awdurdodwyd gan yr Aelodau, bydd yr archwilydd cyffredinol yn barnu bod y swm sydd dros ben yn afreolaidd a gelwir ar y swyddog cyfrifyddu i esbonio'r rhesymau dros hyn i'r Pwyllgor Archwilio. Mae gwahanu cyfrifoldebau a'r darpariaethau newydd yn galw am drefniadau newydd ar gyfer craffu ar y gyllideb, fel bod yr Aelodau'n meddu ar yr holl wybodaeth pan elwir arnynt i awdurdodi'r adnoddau y gofynnir amdanynt gan Weinidogion. Mae rhywfaint o'r trefniadau hyn yn cael eu hystyried yn barod gan y Pwyllgor ar y Rheolau Sefydlog ac yr wyf yn sicr y bydd y broses graffu, a fydd gobeithio'n cael ei chefnogi drwy sefydlu pwyllgor cyllid, yn esblygu ac yn gwella yn ystod y blynyddoedd sydd i ddod.

The Assembly commission will not be subject to ministerial control, but it, too, will have to justify its resource requirements to Members, and that is what the budget paper supporting the motion before you today seeks to do, for what will be a transitional year from the old to the new. The Assembly commission will have a duty to provide the property, staff and services required for the Assembly's purposes. As I have said, a prime role for the Assembly will be to scrutinise the Executive and hold it to account in respect of its budget. The Shadow Commission and the House Committee expect no less from Members in respect of scrutiny of the commission's budget. I hope that Members will agree that the budget paper that is before you today is a considerable advance on what has been provided in previous years. We have sought to be transparent in setting out the issues that we face and the uncertainties that confront us. The Assembly commission's aim will be to provide the best possible standard of service, with due regard to value for money.

The 2006-07 and 2007-08 financial years both include one-off items of expenditure relating to the establishment of support for the commission and the third Assembly. The budget paper seeks to identify those exceptional items. There will also be new recurring items of expenditure of £850,000, recognising that we will have to put in place additional resources and skilled staff to ensure that the new Assembly commission can function as a free-standing organisation, constitutionally separate from the Assembly Government, but at the same time recognising the significant benefits derived from a shared-service approach wherever that is possible and it is beneficial to do so. Putting this approach at the heart of our decision making has helped us to keep costs down, thereby maximising the amount of resource that will flow through to public services.

Offsetting these increases are efficiency savings of £800,000, which were identified over the summer months following a

Ni fydd comisiwn y Cynulliad yn cael ei reoli gan Weinidogion, ond bydd yn rhaid iddo yntau hefyd gyfiawnhau'r adnoddau y mae'n gofyn amdanynt i'r Aelodau, a dyna beth mae'r papur ar y gyllideb sy'n cefnogi'r cynnig sydd ger eich bron heddiw yn ceisio'i wneud, ar gyfer blwyddyn o drosglwyddo o'r hen i'r newydd. Bydd gan gomisiwn y Cynulliad ddyletswydd i ddarparu'r eiddo, y staff a'r gwasanaethau sydd eu hangen at ddibenion y Cynulliad. Fel y dywedais, un o brif swyddogaethau'r Cynulliad fydd craffu ar y Weithrediaeth a sicrhau ei bod yn gallu rhoi cyfrif am ei chyllideb. Nid yw'r Comisiwn Cysgodol na Phwyllgor y Tŷ yn disgwyl dim llai gan yr Aelodau o ran craffu ar gyllideb y comisiwn. Yr wyf yn gobeithio y bydd yr Aelodau'n cytuno bod y papur ar y gyllideb sydd ger eich bron heddiw yn gam mawr ymlaen o'i gymharu â'r hyn a ddarparwyd yn y blynyddoedd blaenorol. Yr ydym wedi ceisio bod yn dryloyw wrth nodi'r problemau sy'n ein hwynebu a'r ansicrwydd sydd o'n blaenau. Nod comisiwn y Cynulliad fydd darparu gwasanaeth o'r safon uchaf un, gan roi ystyriaeth briodol i werth am arian.

Mae blynyddoedd ariannol 2006-07 a 2007-08 ill dwy'n cynnwys eitemau gwariant untro sy'n ymwneud â sefydlu cymorth i'r comisiwn a'r trydydd Cynulliad. Mae papur y gyllideb yn ceisio nodi'r eitemau eithriadol hynny. Yn ogystal â hyn bydd eitemau gwariant rheolaidd newydd o £850,000, oherwydd bydd yn rhaid inni gael rhagor o adnoddau a staff medrus i sicrhau bod comisiwn newydd y Cynulliad yn gallu gweithredu fel sefydliad annibynnol, ar wahân yn gyfansoddiadol i Lywodraeth y Cynulliad, ond rhaid cydnabod yr un pryd y manteision sylweddol sy'n deillio o ddull gweithredu sy'n seiliedig ar rannu gwasanaeth pan fo hynny'n bosibl ac mae hynny'n beth buddiol i'w wneud. Mae sicrhau bod y dull hwn o weithredu'n ganolog i'n proses benderfynu wedi ein helpu i gadw'r costau i lawr, a thrwy hynny sicrhau bod cymaint â phosibl o adnoddau'n mynd at wasanaethau cyhoeddus.

I wneud iawn am y cynnydd hwn mae arbedion effeithlonrwydd o £800,000, a bennwyd dros fisoedd yr haf ar ôl adolygiad

thorough review of service budgets by the Shadow Commission and APS senior management. These savings are in addition to efficiency savings of £629,000 currently being delivered on the 2006-07 budget. The outcome of all this is a modest and prudent 2.5 per cent increase on the 2006-07 steady-state baseline.

We must also recognise, however, that we face new and, as yet, unquantified pressures. The budget paper therefore highlights the potential need to ask Members for additional resources during the year. Any such request would, of course, be case-based on accurate figures at the time. We do not consider it appropriate to ask the Assembly for those resources now without being sure of their extent, but we have sought to put a ceiling on the amount. I hope that you will agree that the budget is informative, prudent and transparent, and, on that basis, I commend it to you.

Owen John Thomas: I have several concerns about the budget, one of which is that a cut of £220,000 was already made in May by identifying savings, and further cuts of £711,000 were made after the summer in efficiencies and savings. A further cut of £89,000 is proposed; if that is done, it could well affect jobs. I want your assurance, acting Chair, that jobs will in fact be protected when the cuts of £89,000 are made.

The Presiding Officer: Order. Peter Black is not an acting Chair.

Owen John Thomas: Is he not?

The Presiding Officer: He is a member of the commission with responsibility for budget and resources, and he is proposing a motion as such.

Owen John Thomas: I was given to understand at the last meeting, after you left, that he was the acting Chair.

The Presiding Officer: Order. The minutes

trylwy'r o gyllidebau gwasanaethau gan y Comisiwn Cysgodol ac uwch reolwyr Gwasanaeth Seneddol y Cynulliad. Mae'r arbedion hyn yn ychwanegol at yr arbedion effeithlonrwydd o £629,000 sy'n cael eu cyflawni ar hyn o bryd ar gyllideb 2006-07. Canlyniad hyn yw cynnydd bach a darbodus o 2.5 y cant ar waelodlin cyflwr sefydlog 2006-07.

Rhaid inni gydnabod hefyd, fodd bynnag, ein bod yn wynebu pwysau newydd nad ydynt wedi cael eu mesur hyd yma. Mae papur y gyllideb felly'n tynnu sylw at yr angen o bosibl i ofyn i'r Aelodau am adnoddau ychwanegol yn ystod y flwyddyn. Byddai unrhyw gais o'r fath, wrth gwrs, yn seiliedig ar ffigurau manwl ar y pryd yn ôl yr achos. Nid ydym yn credu ei bod yn briodol gofyn i'r Cynulliad am yr adnoddau hynny yn awr heb fod yn siŵr faint yn union fydd ei angen, ond yr ydym wedi ceisio gosod terfyn uchaf ar y swm. Gobeithiaf y byddwch yn cytuno bod y gyllideb yn llawn gwybodaeth, darbodus a thryloyw, ac, ar sail hynny, yr wyf yn ei chymeradwyo ichi.

Owen John Thomas: Mae sawl peth yn y gyllideb sy'n peri pryder imi, un ohonynt yw bod £220,000 wedi ei dorri eisoes ym mis Mai drwy ganfod arbedion, a chwtogwyd £711,000 arall ar ôl yr haf mewn mesurau effeithlonrwydd ac arbedion. Mae cwtogiad pellach o £89,000 yn cael ei gynnig; os gwneir hynny, mae'n bosibl iawn y gallai effeithio ar swyddi. Yr wyf am gael sicrwydd gennych, Gadeirydd dros dro, y bydd swyddi'n cael eu diogelu pan wneir y toriadau o £89,000.

Y Llywydd: Trefn. Nid yw Peter Black yn Gadeirydd dros dro.

Owen John Thomas: Nac ydyw?

Y Llywydd: Mae'n aelod o'r comisiwn gyda chyfrifoldeb dros y gyllideb ac adnoddau, ac mae'n gwneud y cynnig yn rhinwedd y swydd honno.

Owen John Thomas: Yr oeddwn wedi cael ar ddeall yn y cyfarfod diwethaf, ar ôl i chi adael, mai ef oedd y Cadeirydd dros dro.

Y Llywydd: Trefn. Nid yw cofnodion

of the commission's last meeting have not yet been published. How you can understand something about a meeting whose minutes have not been published, I do not know.

Owen John Thomas: I was present at the meeting, Llywydd.

The Presiding Officer: You are not a member of the commission.

Owen John Thomas: I am referring to the House Committee. I thought that was clear.

The Presiding Officer: Yes, but Peter Black is proposing this motion on behalf of the House Committee and the Assembly commission alike. He is in no sense the temporary chair of anything.

Owen John Thomas: Yr wyf yn cytuno'n llwyr.

I seek an assurance that no job cuts will be made when seeking to make these further reductions in the House Committee's budget. There is also concern that the reduced budget will confine the information and communication technology options open to the Shadow Commission in future.

Finally, it is hoped that the lack of reserves will not hamper the wind-up of the House Committee or the smooth transfer of its duties to the Shadow Commission next May. I seek assurances on those matters.

Karen Sinclair: I wish to raise an issue that was brought to my attention some weeks ago by a member of the cleaning staff. During a general conversation on how the lady had spent her summer and whether she had managed to get away, I was quite shocked when she told me that she only has 12 days' annual leave written into her contract. I researched the terms and conditions for the cleaning staff, and I was informed that, indeed, they have 12 days' annual leave plus eight days of bank holidays. While I understand that, under working time regulations, this is not unlawful, this does not seem to be the best practice, and we should

cyfarfod diwethaf y comisiwn wedi eu cyhoeddi eto. Ni wn sut y gallwch ddeall rhywbeth ynglŷn â chyfarfod os nad yw'r cofnodion wedi eu cyhoeddi eto.

Owen John Thomas: Yr oeddwn yn bresennol yn y cyfarfod, Lywydd.

Y Llywydd: Nid ydych yn aelod o'r comisiwn.

Owen John Thomas: Yr wyf yn cyfeirio at Bwyllgor y Tŷ. Yr oeddwn yn credu bod hynny'n eglur.

Y Llywydd: Ie, ond mae Peter Black yn gwneud y cynnig hwn ar ran Pwyllgor y Tŷ a chomisiwn y Cynulliad fel ei gilydd. Nid yw'n ddim math o gadeirydd dros dro ar ddim byd.

Owen John Thomas: I wholeheartedly agree.

Yr wyf am gael sicrwydd na fydd swyddi'n cael eu colli wrth geisio gwneud yr arbedion pellach hyn yng nghyllideb Pwyllgor y Tŷ. Mae pryder hefyd y bydd lleihau'r gyllideb yn cyfyngu ar yr opsiynau technoleg gwybodaeth a chyfathrebu a fydd ar gael i'r Comisiwn Cysgodol yn y dyfodol.

Yn olaf, gobeithir na fydd y prinder arian wrth gefn yn amharu ar y broses o ddirwyn Pwyllgor y Tŷ i ben nac ar y gwaith o drosglwyddo ei ddyletswyddau i'r Comisiwn Cysgodol yn ddiraffferth ym mis Mai. Hoffwn gael sicrwydd ynglŷn â'r materion hynny.

Karen Sinclair: Hoffwn godi pwynt y tynnwyd fy sylw ato rai wythnosau'n ôl gan aelod o'r staff glanhau. Yn ystod sgwrs gyffredinol ar sut yr oedd y wraig wedi treulio ei haf ac a oedd hi wedi llwyddo i fynd i ffwrdd, cefais fy syfrdanu pan ddywedodd wrthyf mai dim ond 12 diwrnod o wyliau a oedd wedi ei gynnwys yn ei chontract. Yr wyf wedi ymchwilio i delerau ac amodau'r staff glanhau, ac yn wir, cefais fy hysbysu mai dim ond 12 diwrnod o wyliau blynyddol y maent yn ei gael ynghyd ag wyth diwrnod o wyliau banc. Er fy mod yn derbyn nad yw hyn, o dan y rheoliadau amser gweithio, yn anghyfreithlon, nid yw'n

not condone it. Indeed, I would have thought that we would aim for the best possible practice and ensure that workers at the Assembly are given the best contracts possible. Such workers are often non-unionised, which leaves them awash on their own. Can you assure me that you will consider this issue, which I raise with urgency, and ensure that all contracts encompass the best working practice possible?

4.50 p.m.

John Marek: I will first of all explain why I am not proposing this motion. It is partly because, according to the Presiding Officer, it is the Shadow Commission's budget. I am Chair of the House Committee, and will be for a few more days, but I am not presenting this motion because I do not agree with it. I thank Peter Black for stepping in for me and carrying out a duty that I should have carried out. He believes in the motion and I do not, and that is the difference between us.

The reason why I do not believe in the motion is that the House Committee budget had already experienced a 2 per cent cut. It was then sent to the Shadow Commission for comment, and it made unspecified cuts of an additional £800,000. Therefore, a million pounds will come off the baseline of this year's budget for next year's budget. This cannot happen without serious consequences for the way in which we do things in the Assembly. It is true that there is extra money for the new tasks that we will undertake in terms of primary legislation, but, in terms of existing tasks, around a million pounds have been taken off. Since then, cuts of £711,000 have been specified by the Shadow Commission. We had a vote in the House Committee, but there were members present from the House Committee and the Shadow Commission, and I and other colleagues lost the vote—there was a majority for the Shadow Commission.

There will be a reduction of £250,000 in the budget for Members' pay and allowances. That will not mean that Members will not get the same rates of pay and allowances, but it

ymddangos bod hyn yn arfer da, ac ni ddylem fod yn ei gymeradwyo. Yn wir, byddwn yn credu y dylem fod yn anelu at yr arferion gorau posibl ac yn sicrhau bod gweithwyr yn y Cynulliad yn derbyn y contractau gorau posibl. Yn aml nid yw gweithwyr o'r fath yn perthyn i undeb, sy'n eu gadael ar eu pennau eu hunain i gymryd eu siawns. A allwch fy sicrhau y byddwch yn ystyried y mater hwn, y mae brys ynglŷn ag ef, a sicrhau bod pob contract yn cynnwys yr arferion gwaith gorau posibl?

John Marek: Yr wyf am esbonio yn gyntaf pam nad wyf yn gwneud y cynnig hwn. Mae hynny'n rhannol, yn ôl y Llywydd, oherwydd mai cyllideb y Comisiwn Cysgodol yw hon. Yr wyf yn Gadeirydd Pwyllgor y Tŷ, a byddaf yn y swydd honno am ychydig o ddyddiau eto, ond nid wyf yn gwneud y cynnig hwn oherwydd nad wyf yn cytuno ag ef. Diolchaf i Peter Black am gymryd fy lle ac ymgymryd â dyletswydd y dylwn i fod wedi'i chyflawni. Mae'n credu yn y cynnig ac nid yw hynny'n wir amdanaf fi, a dyna yw'r gwahaniaeth rhyngom.

Y rheswm pam nad wyf yn credu yn y cynnig yw bod cyllideb Pwyllgor y Tŷ eisoes wedi cael ei thorri 2 y cant. Yna fe'i hanfonwyd at y Comisiwn Cysgodol am sylwadau, a gwnaeth doriadau amhenodol o £800,000 yn ychwanegol. Felly, bydd miliwn o bunnoedd yn dod oddi ar waelodlin cyllideb eleni ar gyfer cyllideb y flwyddyn nesaf. Ni all hyn ddigwydd heb ganlyniadau difrifol i'r ffordd yr ydym yn gwneud pethau yn y Cynulliad. Mae'n wir bod arian ychwanegol ar gael ar gyfer y tasgau newydd y byddwn yn ymgymryd â hwy o ran deddfwriaeth sylfaenol, ond, o ran y tasgau presennol, bydd tua miliwn o bunnoedd wedi eu colli. Ers hynny, mae toriadau o £711,000 wedi cael eu pennu gan y Comisiwn Cysgodol. Cawsom bleidlais ym Mhwyllgor y Tŷ, ond yr oedd aelodau o Bwyllgor y Tŷ a'r Comisiwn Cysgodol yn bresennol, a chollais i ac Aelodau eraill y bleidlais—yr oedd mwyafrif dros y Comisiwn Cysgodol.

Bydd gostyngiad o £250,000 yn y gyllideb ar gyfer tâl a lwfansau Aelodau. Nid yw hynny'n golygu na fydd Aelodau'n derbyn yr un cyfraddau tâl a lwfansau, ond gallai olygu

could mean that the budget for pay and allowances will dry up in January or February of the year after next, and that there will be no more money. There will be very little possibility of virement, so we will be forced to debate an extra supplementary budget for pay and allowances on the floor of the Chamber. I hope that Members are confident that the public will understand the reason for such a debate.

Another £250,000 will be cut in an in-year review of translation and interpretation budgets, and a report will be sent to the House Committee on abandoning translation from English into Welsh for Plenary sessions. I find that totally unacceptable, and I do not believe that we should be thinking about abandoning translation in Plenary. A report will come before the House Committee, which has been requested by members of the Shadow Commission, on the feasibility of doing this.

Some other cuts have been specified, but there is some £80,000 that is unspecified. This has led to low morale among Assembly staff, because they naturally fear that they may be made redundant. I do not know whether Peter can do this, because everything is done by the Shadow Commission and the House Committee knows nothing, but I ask that he gives an assurance that no member of staff will lose his or her job as a result of the remaining unspecified cuts of £80,000. I agree with efficiency and cutting out waste, but we must identify it first so that we know where it is and where we can cut it, and not make these grand statements of cutting £800,000 and leaving it as the year goes on to see what will happen.

There will be little chance of virement, and any expenditure can only come through a supplementary budget. I do not believe that the public will understand why supplementary budgets for house matters are being debated in Plenary. It would have been much better if we had not had these cuts. We would possibly then have had the ability to vire, or if there was an overspend on some particular item, we would be able to draw that money from the consolidated fund. End-

y bydd y gyllideb ar gyfer tâl a lwfansau'n cael ei dihysbyddu ym mis Ionawr neu Chwefror y flwyddyn ar ôl y nesaf, ac wedyn ni fydd rhagor o arian ar gael. Ni fydd fawr ddim posibilrwydd o gael trosglwyddiad, felly byddwn yn cael ein gorfodi i gynnal dadl ar gyllideb atodol ychwanegol ar gyfer tâl a lwfansau ar lawr y Siambr. Gobeithiaf fod yr Aelodau'n hyderus y bydd y cyhoedd yn deall y rheswm dros ddadl o'r fath.

Bydd £250,000 arall yn cael ei dorri mewn adolygiad yn ystod y flwyddyn o gyllidebau cyfieithu, a bydd adroddiad yn cael ei anfon at Bwyllgor y Tŷ ar roi'r gorau i gyfieithu'r Cyfarfodydd Llawn o'r Saesneg i'r Gymraeg. I mi mae hynny'n gwbl annerbyniol, ac ni chredaf y dylem fod yn meddwl am roi'r gorau i gyfieithu'r Cyfarfod Llawn. Bydd adroddiad y mae aelodau'r Comisiwn Cysgodol wedi gofyn amdano yn dod gerbron Pwyllgor y Tŷ, ar ymarferoldeb gwneud hyn.

Mae rhai toriadau eraill wedi cael eu pennu, ond mae tua £80,000 nad yw wedi'i bennu. Mae hyn wedi arwain at forâl isel ymhlith staff y Cynulliad, oherwydd yr ofn naturiol y byddant yn cael eu diswyddo. Ni wn a all Peter wneud hyn, oherwydd bod popeth yn cael ei wneud gan y Comisiwn Cysgodol ac nad yw Pwyllgor y Tŷ'n gwybod dim, ond gofynnaf iddo roi sicrwydd na fydd dim un aelod o'r staff yn colli ei swydd o ganlyniad i'r toriadau amhenodol o £80,000 sy'n weddill. Yr wyf yn cyd-fynd ag effeithlonrwydd a chael gwared ar wastraff, ond rhaid inni ei ganfod yn gyntaf er mwyn inni wybod lle y mae'r gwastraff a sut y gallwn gael gwared arno, a pheidio â gwneud datganiadau mawreddog fel hyn ar dorri £800,000 a bodloni ar weld beth fydd yn digwydd wrth i'r flwyddyn fynd yn ei blaen.

Ni fydd llawer o obaith cael trosglwyddiad, a bydd rhaid i unrhyw wariant ddod drwy gyllideb atodol. Nid wyf yn credu y bydd y cyhoedd yn deall pam mae cyllidebau atodol ar gyfer materion y tŷ yn cael eu trafod yn y Cyfarfod Llawn. Byddai wedi bod yn llawer gwell pe na baem wedi cael y toriadau hyn. Efallai y byddem wedyn wedi gallu trosglwyddo, neu pe bai gormod wedi ei wario ar ryw eitem benodol, byddem yn gallu tynnu'r arian hwnnw o'r gronfa gyfunol.

of-year flexibility will disappear, but if we did not spend it, the money would stay in the consolidated fund, so there would be no question of us being awash with money in the Shadow Commission. I believe that the budget is being done in the wrong way, and we, or at least those who will be re-elected in next year's elections, will pay for the consequences of having such a budget.

Finally, I want to say something about the posts of chief executive and clerk. The post of clerk will disappear and there will be a new post in the budget for a chief executive clerk. There are many things that I could say, but I am running out of time. I will say just one thing. This chief executive post will take away the powers that Members currently have to come to me or the Presiding Officer to say that they are not happy about something, or to ask for something to be tweaked. It will not be done. There will be a chief executive with a tight budget who will say, 'Sorry, this is my decision; this is the way that we do it.' If the Assembly wants that form of Government, then it is going to get it as a result of this budget.

I am going to vote against it—I know that that is difficult for other Members and I am not going to ask other Members to vote against it—because I believe that, contrary to what Peter said, we have had good budgetary discipline and apportionments over the last six years or so, and we are now in danger of abandoning that tradition and the good course of action that we have always taken.

Jenny Randerson: I will make two brief comments. First, I welcome the money put into the budget for legal services. I am aware that, once we have our additional powers next May, there will be significant demands on Government legal services and on Assembly Parliamentary Service legal services. I was told this morning, for example, that a typical measure in the Scottish Parliament will have 100 amendments to it. That requires Members to have legal advice and assistance and so on. Therefore, we are going to need significant

Bydd hyblygrwydd diwedd blwyddyn yn diflannu, ond pe na baem yn ei wario, byddai'r arian yn aros yn y gronfa gyfunol, felly ni fyddai modd inni fod â gormod o arian yn y Comisiwn Cysgodol. Credaf fod y gyllideb yn cael ei llunio yn y modd anghywir, a byddwn yn talu am ganlyniadau cael cyllideb o'r fath, neu o leiaf bydd y rhai a gaiff eu haillethol yn etholiadau'r flwyddyn nesaf yn gwneud hynny.

Yn olaf, yr wyf am ddweud rhywbeth am swyddi'r prif weithredwr a'r cler. Bydd swydd y cler yn diflannu a bydd swydd newydd yn y gyllideb ar gyfer cler prif weithredwr. Gallwn ddweud llawer o bethau, ond nid oes gennyf lawer o amser ar ôl. Yr wyf am ddweud un peth yn unig. Bydd swydd y prif weithredwr yn mynd â'r pwerau sydd gan Aelodau ar hyn o bryd i ddod ataf fi neu'r Llywydd i ddweud eu bod yn anhapus ynglŷn â rhywbeth, neu i ofyn am fân newidiadau, oddi arnynt. Ni fydd hynny'n digwydd. Bydd gennym brif weithredwr gyda chyllideb dyn a fydd yn dweud, 'Mae'n ddrwg gennyf, fy mhenderfyniad i yw hyn; dyma sut yr ydym yn gwneud pethau.' Os yw'r Cynulliad am gael Llywodraeth o'r math hwnnw, yna bydd yn ei chael o ganlyniad i'r gyllideb hon.

Yr wyf am bleidleisio yn ei herbyn—gwn fod hynny'n anodd i Aelodau eraill ac nid wyf am ofyn i Aelodau eraill bleidleisio yn ei herbyn—oherwydd fy mod yn credu, yn groes i'r hyn a ddywedodd Peter, ein bod wedi cael disgyblaeth gyllidebol a dosrannu da dros y chwe blynedd diwethaf, a bellach mae perygl inni gefnu ar y traddodiad hwnnw a'r trywydd da yr ydym wedi ei ddilyn bob amser.

Jenny Randerson: Yr wyf am gyflwyno dau sylw byr. Yn gyntaf, yr wyf yn croesawu'r arian sydd wedi ei roi yn y gyllideb ar gyfer gwasanaethau cyfreithiol. Yr wyf yn ymwybodol y gall fod galw mawr ar wasanaethau cyfreithiol y Llywodraeth ac ar wasanaethau cyfreithiol Gwasanaeth Seneddol y Cynulliad ar ôl inni gael ein pwerau ychwanegol fis Mai nesaf. Dywedwyd wrthyf y bore yma, er enghraifft, y bydd 100 o welliannau i fesur nodweddiadol yn Senedd yr Alban. Mae hynny'n golygu bod rhaid i Aelodau gael

money in the budget to provide that legal advice that we, as Assembly Members, must have. Therefore, I am pleased to see that in this budget.

However, I want to ask Peter a question, because I have one concern, namely the cut by about a third in the budget for translation, which I see in the annex. There are increased budgets for many things and cuts in others, which we can understand, but there is a significant cut in the amount set aside for translation. I want an assurance from Peter that the Shadow Commission believes that the amount set aside will be adequate. If we can save money in terms of the way in which existing translation services are provided, that is great, as we all want to save money and do things more efficiently than we currently do, but I want reassurance that that service can be adequately covered.

Peter Black: Some Members' responses, and particularly those from Owen John and the Deputy Presiding Officer, relate to confusion about how the new system will work. There will be a Welsh consolidated fund from which the money will be drawn down. We do not have the same latitude that we had previously to build up balances and end-of-year flexibility, and we have to work within that new system and budget accordingly.

Owen John Thomas and John Marek raised issues about the cuts in the budget, which I outlined in my speech. They particularly raised concerns that they will affect jobs. Both of them, as members of the House Committee, will know, having seen the schedule, that there is no impact on jobs from those cuts. That money has been saved following a thorough review of our current practices. We have taken advantage of the experience of running the budget for the last six years, and we have looked at where we have been under-spending, by considerable amounts of money in some cases, over that period.

cyngor a chymorth cyfreithiol ac yn y blaen. Felly, bydd angen arian sylweddol arnom yn y gyllideb i ddarparu'r cyngor cyfreithiol hwnnw y mae'n rhaid inni, fel Aelodau'r Cynulliad, ei gael. Felly, yr wyf yn falch o weld hynny yn y gyllideb hon.

Fodd bynnag, hoffwn ofyn cwestiwn i Peter, oherwydd y mae un peth yn peri pryder imi, sef y bwriad i dorri tua thraean o'r gyllideb ar gyfer cyfieithu, rhywbeth a welaf yn yr atodiad. Mae cyllidebau mwy ar gyfer llawer o bethau eraill ac mae eraill yn cael eu torri, rhywbeth y gallaf ei ddeall, ond mae cwotgi sylweddol yn y swm sy'n cael ei neilltuo ar gyfer cyfieithu. Yr wyf am gael sicrwydd gan Peter fod y Comisiwn Cysgodol yn credu y bydd y swm sy'n cael ei neilltuo'n ddigon. Os gallwn arbed arian o ran y ffordd y mae'r gwasanaethau cyfieithu presennol yn cael eu darparu, mae hynny'n beth da, gan ein bod i gyd am arbed arian a gwneud pethau mewn ffordd fwy effeithlon nag yr ydym yn eu gwneud ar hyn o bryd, ond yr wyf am gael sicrwydd y bydd y gwasanaeth hwnnw'n cael ei ariannu'n ddigonol.

Peter Black: Mae ymateb rhai Aelodau, ac yn enwedig rhai Owen John a'r Dirprwy Lywydd, yn deillio o ddryswch ynglŷn â sut y bydd y system newydd yn gweithio. Bydd cronfa gyfunol Gymreig ar gael i dynnu arian ohoni. Nid oes gennym yr un rhyddid ag a oedd gennym o'r blaen i Gronni balansau a hyblygrwydd diwedd blwyddyn, a rhaid inni weithio o fewn y system newydd honno a llunio cyllideb ar sail hynny.

Cododd Owen John Thomas a John Marek bwyntiau ynglŷn â'r toriadau yn y gyllideb, a amlinellwyd gennyf yn fy araith. Mynegwyd pryderon ganddynt yn fwyaf arbennig y byddant yn effeithio ar swyddi. Byddant ill dau, fel aelodau o Bwyllgor y Tŷ, yn gwybod, ar ôl gweld yr atodlen, na fydd y toriadau hyn yn cael dim effaith ar swyddi. Mae'r arian hwnnw wedi ei arbed yn sgîl adolygiad trylwyr o'n harferion presennol. Yr ydym wedi manteisio ar y profiad o gynnal y gyllideb am y chwe blynedd diwethaf, ac yr ydym wedi edrych ar y manau hynny lle y bu tanwario, a hynny'n symiau sylweddol o arian mewn rhai achosion, yn ystod y cyfnod hwnnw.

The £250,000 reduction in the budget for Members' pay and allowances was referred to; that is a regular under-spend. I do not see the point in budgeting for that money when we will be under-spending on it year on year. We should, instead, ensure that that money is available to spend on public services, and that is the approach that we have taken as part of this budget proposal.

John Marek: Spending on allowances is currently running at a much higher level than it has been hitherto, so we need to be careful.

Peter Black: We have taken professional advice from officials on this and we have been assured that this saving is doable and prudent and that it will not cause the problems that you might envisage. It is also worth pointing out that there is an additional £850,000 in this budget—I said that in my speech. That will be spent on additional services that will be required as part of the separation.

This is not about cutting staff; it is about taking on more staff to do what is needed, namely to deliver the functions and to ensure that we have proper scrutiny of the Government under the new system. We have managed to pay for that by making savings instead of taking that money out of the Welsh block, which, as I said before, could be spent on education, social services, health and a whole range of other services.

I accept, as Owen John Thomas indicated, that we still need to identify £89,000 as part of those savings. Putting that into perspective, that is part of a £34 million budget. We are fairly confident that, over the course of the year, we will find that additional £89,000 without it impacting significantly on jobs or the services that the Assembly Parliamentary Service will provide.

5.00 p.m.

The lack of reserves was referred to and,

Cyfeiriwyd at y gostyngiad o £250,000 yn y gyllideb ar gyfer tâl a lwfansau Aelodau; mae hynny'n danwariant rheolaidd. Nid wyf yn gweld pwrpas mewn cyllidebu ar gyfer yr arian hwnnw pan fyddwn yn tanwario arno flwyddyn ar ôl blwyddyn. Dylem, yn hytrach, sicrhau bod yr arian hwnnw ar gael i'w wario ar wasanaethau cyhoeddus, a dyna'r dull o weithredu yr ydym wedi'i fabwysiadu fel rhan o'r cynnig hwn ar gyfer y gyllideb.

John Marek: Mae lefel y gwariant ar lwfansau yn llawer uwch ar hyn o bryd nag y mae wedi bod hyd yma, felly rhaid inni fod yn ofalus.

Peter Black: Yr ydym wedi derbyn cyngor proffesiynol gan swyddogion ar hyn ac yr ydym wedi cael sicrwydd bod modd arbed yr arian hwn a'i fod yn ymarferol ac yn ddarbodus ac na fydd yn achosi'r problemau y mae rhai'n eu rhagweld. Mae'n werth nodi hefyd fod £850,000 yn ychwanegol ar gael yn y gyllideb hon—dywedais hynny yn fy araith. Caiff yr arian hwnnw ei wario ar wasanaethau ychwanegol y bydd eu hangen fel rhan o'r gwahanu.

Nid oes a wnelo hyn ddim â chwtogi'r staff; bydd yn golygu cyflogi rhagor o staff i wneud yr hyn y bydd ei angen, sef cyflawni'r swyddogaethau a sicrhau bod gennym drefniadau i graffu'n briodol ar waith y Llywodraeth o dan y system newydd. Yr ydym wedi llwyddo i dalu am hynny drwy wneud arbedion yn hytrach na mynd ag arian o'r bloc Cymreig, y gellid, fel y dywedais o'r blaen, ei wario ar addysg, gwasanaethau cymdeithasol, iechyd a phob math o wasanaethau eraill.

Yr wyf yn derbyn, fel y mae Owen John Thomas wedi awgrymu, fod angen inni ddod o hyd i £89,000 o hyd fel rhan o'r arbedion hynny. O roi hynny yn ei gyd-destun, mae hynny'n rhan o gyllideb o £34 miliwn. Yr ydym yn weddol ffyddiog, yn ystod y flwyddyn, y down o hyd i'r £89,000 ychwanegol hwnnw heb iddo effeithio'n sylweddol ar swyddi na'r gwasanaethau y bydd Gwasanaeth Seneddol y Cynulliad yn eu darparu.

Cyfeiriwyd at y diffyg arian wrth gefn ac,

again, I refer you to the new system before us on drawing down money from the consolidated fund as and when we need it—a more transparent and accountable process than at present. John and others referred to that issue. The House Committee, until we started to pay out money for the new building, had around £11 million of reserves made up of underspends over the past six years. It is not acceptable for any committee, or any body, to be sitting on that level of reserves. We must make that money available for other things. We are not here to spend money on ourselves, but to ensure that we have an effective scrutiny process and that we deliver the services that the public expects of us.

I take on board what was said about the cleaning staff. They are contractors and are not employed directly by the Assembly Parliamentary Service, but I am sure that it will be brought to the attention of the House Committee, which will continue to be responsible for that. I will ask it to look at that issue on behalf of Members.

The other issue raised related to the translation service. The £250,000 saving identified in the budget arises from a restructuring of the service during the 2005-06 budget year and identifies savings as a result of a much lower than expected usage of those services. That saving is based on actual usage and not on an estimate of how much we will use those services in the future. There is additional money in the budget to deal with any consequences of separation. If we require further translation services, we will be able to pay for those out of that money. However, this is not about cutting back on the translation of Plenary meetings or committee papers, but about ensuring that the budget reflects how we spend the money.

I was asked whether the public will understand what we are doing here. I am sure that the public does have an understanding that we, as the National Assembly for Wales, are here to deliver better services for them. We are here to deliver those services and to scrutinise what the Government is doing at the minimum possible cost, ensuring that we do so efficiently and effectively. I believe

eto, hoffwn eich cyfeirio at y system newydd ger ein bron ar gyfer defnyddio arian o'r gronfa gyfunol pan fydd ei angen arnom—proses fwy agored ac atebol nag ar hyn o bryd. Cyfeiriodd John ac eraill at y mater hwnnw. Yr oedd gan Bwyllgor y Tŷ, hyd nes inni ddechrau gwario ar yr adeilad newydd, tua £11 miliwn o arian wrth gefn drwy danwariant dros y chwe blynedd diwethaf. Nid yw'n dderbyniol bod gan ddim un pwyllgor, na chorff, gymaint â hynny o arian wrth gefn. Rhaid inni ryddhau'r arian hwnnw ar gyfer pethau eraill. Nid ydym yma i wario arian arnom ein hunain, ond i sicrhau bod gennym broses graffu effeithiol a'n bod yn darparu'r gwasanaethau y mae'r cyhoedd yn disgwyl inni eu darparu.

Yr wyf yn derbyn yr hyn a ddywedwyd am y staff glanhau. Contractwyr ydynt ac nid staff sy'n cael eu cyflogi'n uniongyrchol gan Wasanaeth Seneddol y Cynulliad, ond yr wyf yn siŵr y tynnir sylw Pwyllgor y Tŷ at hynny, a hwnnw fydd yn parhau i fod yn gyfrifol am hynny. Gofynnaf iddo edrych ar y mater hwnnw ar ran yr Aelodau.

Yr oedd y mater arall a godwyd yn ymwneud â'r gwasanaeth cyfieithu. Mae'r arbediad o £250,000 yn y gyllideb yn deillio o ad-drefnu'r gwasanaeth yn ystod blwyddyn cyllideb 2005-06, ac yn nodi arbedion o ganlyniad i ddefnydd llawer is na'r disgwyl o'r gwasanaethau hynny. Mae'r arbediad yn seiliedig ar ddefnydd gwirioneddol ac nid ar amcanu faint y byddwn yn defnyddio'r gwasanaethau hynny yn y dyfodol. Mae arian ychwanegol yn y gyllideb i ddelio ag unrhyw ganlyniadau yn sgîl gwahanu. Os bydd angen mwy o wasanaethau cyfieithu arnom, gallwn dalu amdanynt o'r arian hwnnw. Fodd bynnag, nid mater ydyw hyn o gwtogi cyfieithu Cyfarfodydd Llawn neu bapurau pwyllgorau, ond o sicrhau bod y gyllideb yn adlewyrchu sut yr ydym yn gwario'r arian.

Gofynnwyd imi a fydd y cyhoedd yn deall yr hyn yr ydym yn ei wneud yn hyn o beth. Yr wyf yn siŵr bod y cyhoedd yn deall ein bod ni, fel Cynulliad Cenedlaethol Cymru, yma i ddarparu gwasanaethau gwell iddynt. Yr ydym yma i ddarparu'r gwasanaethau hynny ac i graffu ar yr hyn y mae'r Llywodraeth yn ei wneud am y gost leiaf posibl, gan sicrhau ein bod yn gwneud hynny'n effeithlon ac yn

that this budget does that, and I commend it to you. effeithiol. Credaf fod y gyllideb hon yn gwneud hynny, ac yr wyf yn ei chymeradwyo ichi.

Cynnig (NDM3228): O blaid 47, Ymatal 3, Yn erbyn 3.

Motion (NDM3228): For 47, Abstain 3, Against 3.

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

Andrews, Leighton
Barrett, Lorraine
Bates, Mick
Black, Peter
Bourne, Nick
Burnham, Eleanor
Butler, Rosemary
Cairns, Alun
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Andrew
Davies, Glyn
Davies, Janet
Dunwoody, Tamsin
Essex, Sue
Francis, Lisa
German, Michael
Gibbons, Brian
Graham, William
Gregory, Janice
Griffiths, John
Gwyther, Christine
Hart, Edwina
Hutt, Jane
Idris Jones, Denise
Isherwood, Mark
James, Irene
Jones, Ann
Jones, Carwyn
Jones, Elin
Jones, Ieuan Wyn
Jones, Laura Anne
Lewis, Huw
Lloyd, Val
Melding, David
Morgan, Rhodri
Neagle, Lynne
Pugh, Alun
Randerson, Jenny
Ryder, Janet
Sargeant, Carl
Sinclair, Karen
Thomas, Catherine
Thomas, Gwenda
Williams, Brynle
Williams, Kirsty

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

Jones, Alun Ffred
Marek, John
Thomas, Owen John

Ymataliodd yr Aelodau canlynol:
The following Members abstained:

Jones, Helen Mary
Lloyd, David
Wood, Leanne

Derbyniwyd y cynnig.

Motion carried.

**Adroddiad Pwyllgor yr Amgylchedd, Cynllunio a Chefn Gwlad am y Mesur
Morol
The Environment, Planning and Countryside Committee's Report on the Marine
Bill**

Glyn Davies: I propose that

the National Assembly for Wales, acting under Standing Order No. 6.6(v),

notes the report of the Environment, Planning and Countryside Committee's consideration of the Department for Environment, Food and Rural Affairs' consultation on a marine Bill, which was laid in the Table Office on 27 June 2006. (NDM3235)

It is a great pleasure for me to introduce this motion. It gives Assembly Members—at least those who so wish—the opportunity to make contributions to what might be included in a marine Bill at some time in the future, which will affect Wales.

When this item was tabled to come before the Assembly, it was anticipated that the contents of the marine Bill would largely be known, perhaps it would even be published, but it seems that the likely date on which we will know exactly what is in the Bill is going backwards. It is now likely to be some time next year before we know what a marine Bill will do.

Britain and Wales's contribution fits in very much with what is happening in the European Commission. Last month, on a visit to the EU, the Environment, Planning and Countryside Committee—that is, Lorraine Barrett and I—met with senior officials at the environment directorate-general. It is fairly clear that concern over the marine environment and the drive for some sort of legislation to protect such a huge and valuable resource is every bit as strong in Europe as it is here in Britain.

The committee believes that it is time for the

Glyn Davies: Cynigiaf fod

Cynulliad Cenedlaethol Cymru, gan weithredu'n unol â Rheol Sefydlog Rhif 6.6(v),

yn nodi adroddiad ar drafodaethau Pwyllgor yr Amgylchedd, Cynllunio a Chefn Gwlad ynghylch ymgynghoriad yr Adran dros yr Amgylchedd, Bwyd a Materion Gwledig ar Fesur morol, a osodwyd yn y Swyddfa Gyflwyno ar 27 Mehefin 2006. (NDM3235)

Mae'n bleser mawr gennyf gyflwyno'r cynnig hwn. Mae'n rhoi cyfle i Aelodau'r Cynulliad gyfrannu—o leiaf y rhai sy'n dymuno gwneud—at yr hyn a allai gael ei gynnwys mewn Mesur morol rywdro yn y dyfodol, sy'n mynd i effeithio ar Gymru.

Pan gyflwynwyd yr eitem hon i ddod gerbron y Cynulliad, yr oeddem yn disgwyl y byddem yn gwybod i raddau helaeth beth oedd yn y Mesur morol, y byddai efallai'n cael ei gyhoeddi hyd yn oed, ond ymddengys fod y dyddiad tebygol y cawn wybod beth yn union sydd yn y Mesur yn mynd ar yn ôl. Mae'n debygol erbyn hyn na chawn wybod tan ryw bryd yn y flwyddyn nesaf beth fydd y Mesur morol yn ei wneud.

Mae cyfraniad Prydain a Chymru yn cyd-fynd i raddau helaeth iawn â'r hyn sy'n digwydd yn y Comisiwn Ewropeaidd. Y mis diwethaf, wrth ymweld â'r UE, cynhaliodd Pwyllgor yr Amgylchedd, Cynllunio a Chefn Gwlad—hynny yw, Lorraine Barrett a minnau—gyfarfod ag uwch swyddogion yn y gyfarwyddiaeth gyffredinol dros yr amgylchedd. Mae'n weddol glir bod pryder ynghylch yr amgylchedd morol a'r awydd i gael rhyw fath o ddeddfwriaeth i amddiffyn adnodd mor anferth a gwerthfawr yr un mor gryf yn Ewrop ag ydyw yma ym Mhrydain.

Mae'r pwyllgor yn credu ei bod yn bryd i

UK Government—indeed, for UK Governments—to take a serious look at how we manage the seas around our coast. The current position is shambolic. Indeed, one of the witnesses before the committee described it as ‘a complete mess’. Marine management is uncoordinated and so are the mechanisms by which consent is issued for various uses of the sea. Pressure on the marine environment has grown hugely over recent years and is particularly intense near the coastline. The sea is particularly important to Wales, because she has a disproportionately long and beautiful coastline as well as a disproportionately high dependency on the tourism industry. The coastline plays a significant part in that. This is why the proposed marine Bill is so important to Wales, and why the National Assembly for Wales, principally through the Environment, Planning and Countryside Committee, should try to shape what is in it in the interests of Wales.

The proposed marine Bill is important from a constitutional standpoint, in my view, because, for the first time, the National Assembly will be significantly involved in deciding what should go into the Bill, rather than simply considering a Bill after it has been drafted. It is a test of the law-making potential of the National Assembly. The marine Bill is also a test of the Westminster Government’s attitude towards devolution. That is certainly how I see it. I want to see the maximum amount of power devolved to the National Assembly, as the Secretary of State for Wales said would apply when he was discussing the Government of Wales Bill.

I acknowledge that the arrangements that will have to be established between Wales, England and the European Union will be far more complex as a consequence of this. We know a lot less about the marine environment, and the boundaries of the sea are not so obvious, especially under the water. The gist of the committee’s report is that the marine Bill will have to legislate for some form of overall policy statement and be backed up by some form of management structure to deliver it.

On land, Wales is already developing the

Lywodraeth y DU—yn wir, i Lywodraethau’r DU—edrych o ddifrif ar sut yr ydym yn rheoli’r moroedd o gwmpas ein harfordir. Mae’r sefyllfa bresennol yn draed moch. Yn wir, ‘llanast llwyr’ oedd disgrifiad un o’r tystion gerbron y pwyllgor. Nid yw rheolaeth forol yn cael ei chydlynu, nac ychwaith y system ar gyfer rhoi caniatâd i ddefnyddio’r môr mewn gwahanol ffyrdd. Mae’r pwysau ar yr amgylchedd morol wedi tyfu’n aruthrol yn y blynyddoedd diwethaf ac mae’n arbennig o ddwys ger yr arfordir. Mae’r môr yn arbennig o bwysig i Gymru, oherwydd bod ganddi arfordir anghymesur o hir a hardd yn ogystal â dibyniaeth anghymesur o fawr ar y diwydiant twristiaeth. Mae’r arfordir yn chwarae rhan fawr yn hynny. Dyna pam mae’r Mesur morol arfaethedig mor bwysig i Gymru, a pham y dylai Cynulliad Cenedlaethol Cymru, yn bennaf drwy Bwyllgor yr Amgylchedd, Cynllunio a Chefn Gwlad, geisio dylanwadu ar ei gynnwys er budd Cymru.

Mae’r Mesur morol arfaethedig yn bwysig o safbwynt cyfansoddiadol, yn fy marn i, oherwydd, am y tro cyntaf, bydd gan y Cynulliad Cenedlaethol ran fawr mewn penderfynu beth fydd yn y Mesur, yn hytrach na dim ond ystyried y Mesur ar ôl ei ddrafftio. Mae’n brawf ar botensial deddfu’r Cynulliad Cenedlaethol. Mae’r Mesur morol hefyd yn brawf ar agwedd Llywodraeth San Steffan tuag at ddatganoli. Dyna’n sicr sut yr wyf fi’n ei gweld hi. Mae arnaf eisiau gweld cymaint o bŵer ag sy’n bosibl yn cael ei ddatganoli i’r Cynulliad Cenedlaethol, ac wrth drafod Mesur Llywodraeth Cymru dywedodd Ysgrifennydd Gwladol Cymru y byddai hynny’n digwydd.

Yr wyf yn cydnabod y bydd y trefniadau y bydd angen eu sefydlu rhwng Cymru, Lloegr a’r Undeb Ewropeaidd yn llawer mwy cymhleth o ganlyniad i hyn. Gwyddom lawer llai am yr amgylchedd morol, ac mae ffiniau’r môr yn llai amlwg, yn enwedig o dan y dŵr. Byrdwn adroddiad y pwyllgor yw y bydd angen i’r Mesur morol ddeddfu ar gyfer rhyw fath o ddatganiad polisi cyffredinol a chael ei gefnogi gan ryw fath o strwythur rheoli i’w gyflawni.

Ar y tir, mae Cymru eisoes yn datblygu’r

concept of spatial planning, which has the aim of co-ordinating policy across departments and across functions. We need to take a similar approach to the sea. On land, there is also a mature system of development control—one that I would argue is overly complex—currently delivered through local planning authorities. I believe that the principal aim of a marine Bill will be to create a similar—though, hopefully, not quite as bureaucratic or inflexible—system of managing our marine environment.

The need for a marine Bill has become far more urgent over recent years, because there is now so much interest in doing things at sea. It is not just shipping and fishing any more. For example, we are increasingly looking to the sea to provide our energy, whether from offshore windfarms, tidal lagoons, or oil and gas deposits. There is also a greater demand for marine-based leisure activities, as well as several other issues. There is also the added complication of the impact of climate change and higher sea temperatures. Anyone who has seen the presentation by the Environment Agency, in which various uses are imposed onto a map, cannot help but be impressed by just how much activity is taking place on our seas, and that is likely to increase. The need for spatial planning was probably the principal recommendation of the committee.

The marine Bill will also have to tackle the hopelessly disorganised consent arrangements that currently exist. That was the aspect of the current position that was described as ‘a complete mess’ by one witness. The current system of issuing permission and licences is incomprehensible. Where there is currently chaos, hopefully, the Bill will bring some order.

The Bill will have to outline exactly what body should have the responsibility to deliver the policy statement to set up the management structure and to streamline the consent process. It will be described in the Bill as the ‘marine management organisation’—I am sure that we will speak frequently about the three letters, MMO, in future.

cysyniad o gynllunio gofodol, sy'n ceisio cydlynu polisi ar draws adrannau a swyddogaethau. Mae angen inni wneud rhywbeth tebyg gyda'r môr. O ran y tir, ceir hefyd system aeddfed o reoli datblygu—er y byddwn yn dadlau ei bod yn orgymhleth—sy'n cael ei gweithredu ar hyn o bryd drwy'r awdurdodau cynllunio lleol. Credaf mai prif nod y Mesur morol fydd creu system debyg—er, gobeithio, nid un mor fiwrocataidd nac anhyblyg—o reoli ein hamgylchedd morol.

Mae'r angen am Fesur morol wedi dod yn llawer mwy taer ers rhai blynyddoedd, oherwydd bod cymaint o ddi-ddordeb bellach mewn gwneud pethau ar y môr. Nid lle i ddim byd ond llongau neu bysgota ydyw erbyn hyn. Er enghraifft, yr ydym yn disgwyl yn gynyddol i'r môr ddarparu ein hynni, boed hynny drwy ffermydd gwynt ar y môr, lagwnau llanw neu ddyddodion olew a nwy. Ceir mwy o alw hefyd am weithgareddau hamdden morol, yn ogystal ag amryw o bethau eraill. Mae'r newid hinsawdd a thymheredd uwch y môr yn golygu cymhlethdod ychwanegol hefyd. Ni all neb sydd wedi gweld y cyflwyniad gan Asiantaeth yr Amgylchedd, lle y dangosir gwahanol ddulliau o ddefnyddio'r môr ar fap, lai na rhyfeddu at yr holl weithgareddau sy'n digwydd ar ein moroedd, ac mae hynny'n debygol o gynyddu. Mae'n debyg mai'r angen am gynllunio gofodol oedd prif argymhelliad y pwyllgor.

Bydd angen i'r Mesur morol ddelio hefyd â'r trefniadau caniatâd hollol ddi-drefn sy'n bodoli ar hyn o bryd. Dyna oedd yr agwedd ar y sefyllfa bresennol a ddisgrifiwyd fel ‘llanast llwyr’ gan un tyst. Mae'r system bresennol o roi caniatâd a thrwyddedau yn annealladwy. Lle y mae anhrefn ar hyn o bryd, gobeithio y daw rhoi rhywfaint o drefn yn sgîl y Mesur.

Bydd angen i'r Mesur nodi'n union pa gorff sydd i fod yn gyfrifol am ddarparu'r datganiad polisi i sefydlu'r strwythur rheoli ac i symleiddio'r broses o roi caniatâd. Bydd yn cael ei ddisgrifio yn y Mesur fel ‘corff rheoli'r môr’—yr wyf yn siŵr y byddwn yn sôn yn aml am y tair llythyren, CRhM, yn y dyfodol.

This could well be where devolution makes things difficult. Even at this early stage, the language of consultation, certainly at Westminster, suggests that some kind of non-devolved body will be set up. We know that the current administration in the Assembly tends to want these sorts of organisations and this sort of function under the direct control of government. Therefore, that is an area that has to be sorted out.

5.10 p.m.

At present, it is unclear how the relationship between fishing and the marine Bill will work. The policy on river and sea fishing is the subject of a separate consultation. As another personal observation on my part, I cannot see how a new marine Bill, which is designed to bring in a co-ordinated and comprehensive approach, can do so without having regard to fishing.

I hope that the marine Bill will give real force to the law that protects nature and the biodiversity of our marine environment. There is already a complex system of designation of important sites, which is driven, to a large extent, by European Union directives. A disproportionately high percentage of the Welsh coastline is already subject to some form of designation. Perhaps the need for a marine Bill on this particular area is greater in England than it is in Wales. It is very much the committee's view that the designation system that we now have has to be backed up with real bite and sharp teeth. Whenever there is pressure, we do not want to see that we ignore the designations that are currently in place. Pressure on our natural world has never been greater than it is now, and that is particularly true of our marine environment. The marine Bill is important and timely, and I am looking forward to any contributions that Members make about what should go into the Bill.

Christine Gwyther: I welcome the work that the Environment, Planning and Countryside Committee has already done on this important topic. Reading through the verbatim records of your deliberations on

Efallai mai yn y cyswllt hwn y bydd datganoli'n gwneud pethau'n anodd. Hyd yn oed yn y cam cynnar hwn, mae iaith yr ymgynghori, yn sicr yn San Steffan, yn awgrymu y bydd rhyw fath o gorff annatganoledig yn cael ei sefydlu. Gwyddom fod y weinyddiaeth bresennol yn y Cynulliad yn tueddu i fod eisiau gweld y mathau hyn o gyrff a swyddogaethau o dan reolaeth uniongyrchol llywodraeth. Felly, mae hynny'n fater y bydd angen rhoi trefn arno.

Ar hyn o bryd, nid yw'n glir sut y bydd y berthynas rhwng y Mesur morol a physgota yn gweithio. Mae'r polisi ar bysgota afon a môr yn destun ymgynghoriad ar wahân. Fel sylw personol arall gennyf, ni allaf weld sut y gall Mesur morol newydd, a ddylai gyflwyno dull cydlynol a chynhwysfawr o weithredu, wneud hynny heb ystyried pysgota.

Gobeithiaf y bydd y Mesur morol yn rhoi grym gwirioneddol i'r gyfraith sy'n amddiffyn natur a bioamrywiaeth ein hamgylchedd morol. Ceir eisoes system gymhleth o ddynodi safleoedd pwysig, sy'n cael ei hysgogi, i raddau helaeth, gan gyfarwyddbau'r Undeb Ewropeaidd. Mae gan ganran anghymesur o fawr o arfordir Cymru ddynodiad o ryw fath eisoes. Efallai fod mwy o angen Mesur morol yn y cyswllt penodol hwn ar Loegr nag ar Gymru. Barn y pwyllgor yn sicr yw bod angen i'n system ddynodi bresennol gael ei chefnogi gan ddannedd miniog i frathu. Lle bynnag y bo pwysau, nid oes arnom eisiau inni anwybyddu'r dynodiadau sy'n bod ar hyn o bryd. Nid yw'r pwysau ar ein byd natur erioed wedi bod yn fwy nag ar hyn o bryd, ac mae hynny'n arbennig o wir am yr amgylchedd morol. Mae'r Mesur morol yn bwysig ac amserol, ac yr wyf yn edrych ymlaen at unrhyw gyfraniad a wneir gan Aelodau ynghylch yr hyn a ddylai fod yn y Mesur.

Christine Gwyther: Yr wyf yn croesawu'r gwaith a wnaed eisoes gan Bwyllgor yr Amgylchedd, Cynllunio a Chefn Gwlad ar y pwnc pwysig hwn. Wrth ddarllen drwy'r cofnodion gair-am-air o'ch trafodaethau

marine legislation, Glyn, it was easy to see why you were hesitant about how to approach the topic. It is huge, diverse and, as you said, quite frankly, a mess. There never has been an overall framework for marine legislation. When we do achieve that state, it will have to be with the co-operation and input of all sectors.

During the past two years, I have supported the calls of the World Wildlife Fund for a UK marine Bill. In that work, I have shared platforms with conservationists, environmentalists and, crucially, industrialists, including port operators. It is important that this new legislative framework has to be inclusive; otherwise, it will become marginalised. Inclusivity means taking into account environmental concerns, as well as taking business and local communities with you.

The Minister for Environment, Planning and Countryside will remember the summer of 2005 when more than 1,000 cockling permits were issued by the South Wales Sea Fisheries Committee in Llansteffan, in my constituency, in response to a demand that quickly became a huge industrial operation. That large-scale industrial operation was utterly inappropriate for the village, and the tourism industry and residents suffered a difficult season with some appalling blight. I never want to see that happen again. The regulating Order, which I have pressed for, is now ready to go out for consultation, and so I am grateful for that. The Order must be in place by next summer, but I have been told by biologists that, unusually so soon afterwards, there may well be a glut of cockles again.

I have taken some time to explain a particular concern in my constituency, as it highlights the local importance of marine legislation. Local marine matters in Wales also matter on the global stage. The Skomer Island National Marine Nature Reserve off the Pembrokeshire coast is of global importance. The possibility of a fishing no-take zone there must be further explored, whether it is

ynghylch deddfwriaeth forol, Glyn, yr oedd yn hawdd gweld pam yr oeddech yn ansicr ynghylch sut i ymdrin â'r pwnc. Mae'n bwnc enfawr, amrywiol ac, fel y dywedasoich, yn llanast a dweud y gwir. Ni chawsom erioed fframwaith cyffredinol ar gyfer deddfwriaeth forol. Pan fydd un gennym, bydd yn rhaid i hynny ddigwydd gyda chydweithrediad a mewnbwn pob sector.

Yn ystod y ddwy flynedd ddiwethaf, yr wyf wedi cefnogi galwadau gan y Gronfa Natur Fyd-Eang am Fesur morol ar gyfer y DU. Fel rhan o'r gwaith hwnnw, yr wyf wedi rhannu llwyfan â chadwriaethwyr, amgylcheddwyr ac, yn bwysicach na neb, diwydianwyr, gan gynnwys gweithredwyr porthladdoedd. Mae'n bwysig i'r fframwaith deddfwriaethol newydd hwn fod yn gynhwysol, neu bydd yn cael ei ymyleiddio. Mae bod yn gynhwysol yn golygu ystyried pryderon amgylcheddol, yn ogystal â sicrhau cefnogaeth busnesau a chymunedau lleol.

Bydd y Gweinidog dros yr Amgylchedd, Cynllunio a Chefn Gwlad yn cofio haf 2005 pan roddwyd mwy na 1,000 o ganiatadau i hel cocos gan Bwyllgor Pysgodfeydd Môr De Cymru yn Llansteffan, yn fy etholaeth, mewn ymateb i alw a drodd yn sydyn iawn yn weithgarwch diwydiannol anferth. Yr oedd y gweithgarwch diwydiannol hwnnw ar raddfa fawr yn hollol anaddas i'r pentref, a dioddefodd y diwydiant twristiaeth a'r trigolion dymor anodd, tymor a amharodd yn ddychrynlyd arnynt. Nid wyf am weld hynny'n digwydd byth eto. Mae'r Gorchymyn rheoleiddio, yr wyf wedi pwysu am ei gael, erbyn hyn yn barod i ymgynghori arno, felly yr wyf yn ddiolchgar am hynny. Rhaid i'r Gorchymyn fod ar waith erbyn yr haf nesaf, ond cefais wybod gan fiolegwyr ei bod yn bosibl iawn, er bod hynny'n beth anghyffredin mor fuan wedyn, y bydd gormodedd o gocos unwaith eto.

Yr wyf wedi cymryd peth amser i esbonio pryder arbennig sydd gan bobl yn fy etholaeth, oherwydd y mae'n dangos pa mor bwysig yn lleol yw deddfwriaeth forol. Mae materion morol lleol yng Nghymru hefyd yn bwysig ar y llwyfan byd-eang. Mae Gwarchodfa Natur Forol Genedlaethol Ynys Skomer ger arfordir Penfro yn bwysig yn fyd-eang. Rhaid archwilio ymhellach y

statutory or voluntary. There is a school of thought that says that our coastal waters, by definition, given their special area of conservation designation, should be 50 per cent no-take, which I think is a big ask. To be honest, I think that it is too big, but we must recognise that we have to make a start.

We are only just getting to grips with integrated coastal zone management in this country, and I welcome the strides that we have made in that area. If predictions are correct, future legislation will have to take account of enhanced coastal flood protection schemes, as well as our policies for improved public access. It will also have to preserve amenity and biodiversity for future generations. It will have to do all this while protecting the livelihoods of those who work on and around the Welsh seas.

As mentioned by Glyn earlier, UK-wide legislation can seem remote and Wales's voice is perhaps not seen to be as significant as it should be. I do not think that this is the case with the marine Bill. This will be some of the most important legislation that we will see in our political careers, especially if, like me, you have a constituency dominated by its coastline. The issues that this Bill will highlight cannot be fudged, neither can they be rushed. The work and consultation around legislation must reach each and every stakeholder. As I said, the committee has made a good start, and I applaud the work that it has done so far.

In the United Kingdom debate, the Welsh Assembly Government must ensure that Wales's voice on marine matters is loud, clear and properly informed.

Alun Ffred Jones: Diolchaf i Glyn am ei gyflwyniad i'r drafodaeth, ac ategaf y rhan fwyaf o'i bwyntiau. Canolbwyntiaf yn benodol ar un agwedd—a byddaf, i ryw raddau, yn dilyn llwybr Christine Gwyther—sef dylanwad y Mesur ar bysgota oddi ar arfordir Cymru a'i effaith yn arbennig ar

posibilrwydd o sefydlu parth lle na chaniateir dal pysgod yno, naill ai'n statudol neu'n wirfoddol. Cred rhai na ddylid caniatáu dal yn hanner ein dyfroedd arfordirol, yn rhinwedd eu dynodi'n ardaloedd cadwraeth arbennig Mae hynny'n gofyn llawer iawn yn fy marn i. A bod yn onest, yr wyf yn teimlo bod hynny'n ormod, ond rhaid cydnabod bod angen inni ddechrau yn rhywle.

Newydd ddechrau mynd i'r afael â'r drefn o reoli parthau arfordirol yn integredig yr ydym yn y wlad hon, ac yr wyf yn croesawu'r camau a gymerwyd yn hynny o beth. Os yw'r rhagolygon yn gywir, bydd angen i ddeddfwriaeth yn y dyfodol ystyried gwell cynlluniau i atal llifogydd arfordirol, yn ogystal â'n polisiau ar gyfer gwella mynediad i'r cyhoedd. Bydd angen iddi hefyd gadw amwynder a bioamrywiaeth ar gyfer y cenedlaethau i ddod. Wrth wneud hyn i gyd bydd angen iddi warchod bywoliaeth y rhai sy'n gweithio ar foroedd Cymru ac o gwmpas y moroedd hynny.

Fel y soniodd Glyn yn gynharach, gall deddfwriaeth y DU gyfan ymddangos yn bell ac efallai nad oes digon o bwys yn cael ei roi ar lais Cymru. Ni chredaf fod hyn yn wir gyda'r Mesur morol. Bydd y ddeddfwriaeth hon gyda'r bwysicaf a welwn yn ein gyrfaoedd gwleidyddol, yn enwedig os oes gennyich, fel fi, etholaeth y mae ei harfordir yn amlwg iawn ynddi. Ni ellir osgoi'r cwestiynau y bydd y Mesur hwn yn tynnu sylw atynt, ac ni ellir rhuthro drwyddynt ychwaith. Rhaid i'r gwaith a'r ymgynghori ynghylch y ddeddfwriaeth gyrraedd pob un rhanddeiliad. Fel y dywedais, mae'r pwyllgor wedi cychwyn yn dda, a chymeradwyaf y gwaith y mae wedi'i wneud hyd yma.

Yn y ddadl yn y Deyrnas Unedig, rhaid i Lywodraeth Cynulliad Cymru sicrhau bod llais Cymru ynghylch materion morol yn groyw, yn glir ac yn meddu ar y wybodaeth briodol.

Alun Ffred Jones: I thank Glyn for his introduction to the debate, and I endorse the majority of his points. I will concentrate specifically on one aspect—to a certain extent, along the same lines as Christine Gwyther—namely the Bill's impact on fishing off the coast of Wales, particularly its

ogledd-orllewin Cymru, lle mae pysgota yn bwysig ac yn ffordd o fyw. Mae penderfyniad diweddar y Gweinidog i ddileu'r ddau bwyllgor pysgodfeydd presennol a chreu un corff i Gymru, yn naturiol yn codi pob math o gwestiynau.

Mae un o'r cwestiynau hynny am yr amseru. Pam ei fod yn bwriadu gwneud hyn cyn i'r Mesur gael ei gyhoeddi, a chyn i ni weld perthynas y Mesur â physgota? Cododd Glyn y pwynt na fydd pysgota efallai yn rhan o'r Mesur ym Mhrydain. Credaf y byddai hynny'n gamgymeriad sylfaenol, gan fod angen gweld hyn fel rhan o gyfanwaith. Yn naturiol, yr wyf o blaid creu patrwm cenedlaethol, ond hoffwn glywed ychydig gan y Gweinidog ar sut y mae'n bwriadu ariannu'r gwasanaeth hwn, o gofio fod angen o leiaf un neu, o bosibl, dau gwch pwrpasol i blismona'r arfordir.

Cefais gyfle yn ddiweddar i fynd allan gyda Dr Greta Hughes a'i thîm o Bwllheli. Mae perthynas dda iawn rhwng y pysgotwyr lleol a swyddogion pwyllgor pysgodfeydd y gogledd ar hyn o bryd, ac mae'n rhaid cadw hynny. Mae pysgota oddi ar arfordir Pen Llŷn yn ffordd o fyw ers canrifoedd, ac mae angen ei gadw, ei annog a'i ddatblygu. Fodd bynnag, mae'n rhaid iddo fod yn gynaliadwy, ac mae angen cydbwysedd felly rhwng yr angen i warchod y môr a'r hyn sydd o dan wyneb y môr, ac anghenion y rhai sydd yn ennill bywoliaeth ohono. Hefyd, mae'n rhaid cael dealltwriaeth rhwng y gwyddonwyr a'u cefndir academiaidd a'r rhai sydd wedi gweithio ar y môr erioed. Tybiaf fod angen i'r ystyriaethau hynny gael eu hadlewyrchu mewn unrhyw Fesur sydd yn cael ei basio yn San Steffan a, phe baem yn mynd i'r afael â gwneud ein Mesur Cynulliad ein hunain—fel y byddwn, gobeithio—mae'n amlwg y bydd rhaid i ni ystyried hynny.

Pe baem yn mynd i lawr y llwybr o greu ein Mesur ein hunain, i ba raddau y byddai hwnnw yn gallu cydblethu ag unrhyw ddatblygiadau yn San Steffan, gan ein bod yn rhannu aberoedd fel Dyfrdwy a Hafren? Byddwn yn mynd ymhellach a dweud y dylem ystyried môr Iwerddon—o arfordir Iwerddon i fae Ceredigion—fel cyfanwaith, a cheisio cael rhyw fath o ddealltwriaeth a chysondeb yn y ffordd yr ydym yn ei reoli.

effect on north-west Wales, where fishing plays an important part and is a way of life for many. The Minister's recent decision to abolish the two current sea fisheries committees, creating one body for Wales, naturally raises all manner of questions.

One of those questions relates to timing. Why does he intend to do that before the Bill is even published, and before we see how the Bill relates to fisheries? Glyn raised the point that fisheries may not even come into the Bill in Britain. That would be a fundamental error, in my opinion, as we need to see this as part of a bigger picture. Naturally, I am in favour of creating a national model, but I would like to hear the Minister outline how he intends to fund this new service, given that we will need at least one, or possibly two, purpose-built boats to guard the coastline.

I was recently given the opportunity to go out with Dr Greta Hughes and her team from Pwllheli. There is currently a good relationship between local fishermen and the officials of the north Wales sea fisheries committee, and we must protect that. Fishing has been a way of life off the coast of the Llŷn peninsula for centuries, and that needs to be preserved, encouraged and developed. However, it also needs to be sustainable, and so a balance needs to be struck between the need to protect the sea and what lies beneath its surface, and the needs of those who make their living from it. There also needs to be an understanding between scientists with their academic backgrounds and those who have always worked at sea. I suspect that those considerations will need to be reflected in any Bill passed at Westminster and, if we are to get to grips with doing our own Assembly Measure—as we will, I hope—we will also need to consider that.

If we were to go down the road of creating our own Measure, to what extent would that be able to dovetail with any developments at Westminster, given that we share estuaries like the Dee and the Severn? I would go further and say that we should consider the Irish sea—from the Irish coast to Ceredigion bay—as a whole, and try to get some kind of understanding and consistency in the way in which we manage it.

Soniodd Glyn yn ei gyflwyniad fod y drefn bresennol yn *'uncoordinated'*. Yr her, felly, os nad ydym am greu corff ar wahân yng Nghymru—a deallaf, yn ôl yr hyn a ddywedodd y Gweinidog, ei fod yn gwrthwynebu hynny—yw sut mae'r Llywodraeth yn bwriadu cael undod a chysondeb os bydd y cyfrifoldebau yn gorwedd mewn adrannau gwahanol o fewn y Llywodraeth yng Nghaerdydd, gan wybod fod adrannau yn draddodiadol yn ei chael yn anodd i siarad a chydweithio â'i gilydd. Os ydym am gael trefn sydd yn fwy cyson, a chael gwared ar y llanast presennol, bydd yn rhaid i ni ofalu nad yw'r drefn sydd yn cael ei gosod yn ei lle yng Nghymru yn adlewyrchu agweddau gwaethaf y drefn bresennol.

5.20 p.m.

Mae angen iddo fod yn welliant, ac mae angen cael yr holl agweddau i gydblythu. Gobeithiaf y cawn arweiniad ar hynny gan y Gweinidog heddiw, neu yn sicr dros y misoedd a'r flwyddyn i ddod, fel y caiff y Mesur hwn ei ddatblygu.

Brynle Williams: This Bill is a great opportunity for Wales to shape its environment. As my colleague, Glyn Davies, and other contributors have said, it is an opportunity to replace the legislation and regulations that have accumulated piece by piece over the years and to consolidate them into a robust, joined-up form of marine management that will stand the test of time.

The marine environment has great potential, and it deserves to be managed responsibly. Its energy resources are more important now than they have ever been. Securing the national energy supply has serious implications for oil and gas exploration off Wales's coastline. Similarly, the vast potential of marine-based renewable energy, which has only recently been seriously tapped into, will play an increasingly important role in the future.

However, these pressures cannot ride roughshod over environmental concerns. Wales needs a management and spatial planning system that can strike the right balance between protecting biodiversity and

In his introduction, Glyn said that the present system is uncoordinated. Therefore, if we are to create a separate body for Wales—and I understand, from what the Minister said, that he opposes that—the challenge is how the Government intends to create unity and consistency, if the responsibilities will lie in different Government departments in Cardiff, given that, historically, departments find it difficult to talk to each other and work together. If we are to take a more consistent approach, and we want to get rid of the current mess, we must take steps to ensure that the system that is put in place in Wales does not replicate the worst elements of the current system.

There needs to be an improvement, and all the elements need to fit together. I hope that the Minister will give us some direction on that today, or certainly over the coming months and the coming year, so that this Bill can be developed.

Brynle Williams: Mae'r Mesur hwn yn gyfle gwych i Gymru fowldio'i hamgylchedd. Fel y dywedodd fy nghyd-Aelod, Glyn Davies, a chyfranwyr eraill, mae'n gyfle i ddisodli'r ddeddfwriaeth a'r rheoliadau sydd wedi cronni fesul tamaid dros y blynyddoedd a'u cyfuno'n ffurf ar reolaeth forol a fydd yn gadarn a chydgyssylltiedig ac a fydd yn dal prawf amser.

Mae potensial mawr i amgylchedd y môr, ac mae'n haeddu cael ei reoli'n gyfrifol. Mae ei adnoddau ynni'n bwysicach yn awr nag y maent wedi bod erioed. Ynglwm wrth ddiogelu'r cyflenwad ynni cenedlaethol mae goblygiadau difrifol i weithgareddau chwilio am olew a nwy ger arfordir Cymru. Yn yr un modd, bydd potensial aruthrol ynni adnewyddadwy o'r môr, na ddefnyddiwyd dim arno o ddifrif tan yn ddiweddar, yn chwarae rhan gynyddol bwysig yn y dyfodol.

Fodd bynnag, ni all y pwysau hyn sathru pryderon amgylcheddol dan draed. Mae angen system reoli a chynllunio gofodol ar Gymru a all sicrhau'r cydbwysedd iawn rhwng gwarchod bioamrywiaeth ac

the marine environment, and the supply of energy. Marine biodiversity is particularly important, because it has never been given the attention that Wales's inland waterways and coastlines have received. For far too long, the marine environment has suffered from being out of sight of the Government and of the majority of the public. I hope that the Bill will make this situation right, and put in place an effective management system that can provide protection for wildlife, and stop the overexploitation and neglect that has all too often blighted it in the past.

The marine environment has an enormous amount to offer the public. As has been pointed out, it is one of our biggest assets in Wales, and we need to look after it. There is currently a booming industry in adventure sports, bringing money into areas of Wales such as Pembrokeshire, the Gower, the Llŷn Peninsula, and Ynys Môn. As is the case with many land-based adventure sports, those areas that are benefiting, and that could benefit, from this form of leisure tourism, are often rural communities, outside the economic strongholds in the east. Water sports such as sailing, diving, surfing, and wakeboarding are more popular than ever. Combined with coastal sports, such as kite-boarding and coastering—I am afraid that these are all rather new to me—these activities are bringing high-spend tourists into the Welsh economy. A much-improved management system, through this marine Bill, would capitalise on the huge market for these activities across Wales.

Finally, on fisheries, given that they were absent from the marine Bill consultation, I would like to see further consultation into their role and status under the Bill. This is particularly pertinent given the shortcomings of the existing arrangements, which have seen little enforcement by the responsible authorities. Above all, the Bill should ensure that Wales's fisheries are used sustainably, and that licensing and development regimes also protect the environment and the commercial bodies that operate in it.

Mick Bates: This committee report has been

amgylchedd y môr, a chyflenwi ynni. Mae bioamrywiaeth y môr yn arbennig o bwysig, oherwydd nid yw erioed wedi cael y sylw a roddwyd i afonydd ac arfordiroedd Cymru. Ers gormod o amser o lawer, mae amgylchedd y môr wedi dioddef am ei fod o'r golwg o ran y Llywodraeth a'r rhan fwyaf o'r cyhoedd. Gobeithiaf y bydd y Mesur hwn yn unioni'r sefyllfa hon, ac yn sefydlu system reoli effeithiol a all ddarparu gwarchodaeth i fywyd gwylt, a rhoi terfyn ar y gorbysgota a'r esgeulustod sydd wedi amharu arno yn llawer rhy aml yn y gorffennol.

Mae gan amgylchedd y môr gymaint i'w gynnig i'r cyhoedd. Fel y soniwyd, mae'n un o'n hasedau mwyaf yng Nghymru, ac mae angen inni edrych ar ei ôl. Mae diwydiant ffyniannus ar hyn o bryd mewn chwaraeon antur, sy'n dod ag arian i rannau o Gymru fel sir Benfro, Penrhyn Gŵyr, Penrhyn Llŷn ac Ynys Môn. Fel sy'n wir gyda llawer o chwaraeon antur ar y tir, cymunedau gwledig yn aml yw'r ardaloedd sydd yn elwa, ac a allai elwa, o'r math hwn o dwristiaeth hamdden, y tu allan i'r cadarnleoedd economaidd yn y dwyrain. Mae chwaraeon dŵr fel hwylio, plymio, syrffio a thonfyrdio'n fwy poblogaidd nag erioed. Ynghyd â chwaraeon arfordirol, megis gyrru ceir traeth â barcud, ac arfordira—mae arnaf ofn bod y rhain i gyd braidd yn newydd i mi—daw'r gweithgareddau hyn â thwristiaid sy'n gwario llawer o arian i mewn i economi Cymru. Byddai system reoli well o lawer, drwy'r Mesur morol hwn, yn manteisio ar y farchnad enfawr ar gyfer y gweithgareddau hyn ledled Cymru.

Yn olaf, ynglŷn â physgodfeydd, gan nad oeddent yn cael eu cynnwys yn yr ymgynghoriad ar y Mesur morol, hoffwn weld ymgynghori pellach ynghylch eu rôl a'u statws dan y Mesur. Mae hyn yn arbennig o berthnasol o ystyried diffygion y trefniadau presennol, sydd wedi golygu na chafwyd fawr ddim gorfodaeth gan yr awdurdodau cyfrifol. Yn anad dim, dylai'r Mesur sicrhau bod pysgodfeydd Cymru'n cael eu defnyddio mewn modd cynaliadwy, a bod cyfundrefnau trwyddedu a datblygu'n gwarchod yr amgylchedd a'r cyrff masnachol sy'n gweithredu ynddo hefyd.

Mick Bates: Mae'r adroddiad hwn gan y

well presented by our Chair. Trying to deal with such a complex issue has resulted in a report from this committee that I fully endorse. I hope that my contribution will raise some significant challenges within what we already know about in the proposed Bill.

There are two main issues here. One revolves around the powers that we will receive here, and our ability to have as much flexibility as possible to ensure that the next Assembly can implement its wishes. I am certain that that flexibility will be provided through framework legislation.

The second key issue that must be considered in all of this work is sustainable development. Let us not forget that in the original Government of Wales Act 1998—it is a little changed in the Government of Wales Act 2006—there is a duty on the Government to take sustainable development into account in all of its operations. This Bill should be an exemplar of how a Government deals with sustainable development.

My first challenge on this is that we have heard talk of a marine management organisation that will be fully integrated and which will work through departments, however, in the DEFRA consultation document the oil and gas industries are to be excluded from the new integrated licensing regime. It appears to me that, from all the fine words that we have heard from previous speakers, to overlook some of the key developers in and key impacts on the marine environment is not sustainable. I know that my colleague, Mark Williams MP, has brought this and the situation in Cardigan bay to the attention of Parliament, and he also has the agreement of the Environmental Audit Committee of Parliament, which sees this as deeply unsatisfactory. Will the Minister speak on this today or, by some other means of communication, give us a lead on what the Labour Assembly Government wishes to do about this? There is obviously an opportunity for us in Wales to do something that will give extra protection to our marine environment.

Speakers have made reference to the use of the shore to whatever distance we extend out to sea for tourism and industry. It is worth

pwylgor wedi'i gyflwyno'n dda gan ein Cadeirydd. Mae ceisio delio â chwestiwn mor gymhleth wedi esgor ar adroddiad gan y pwylgor hwn a gefnogir yn llwyr gennyf. Gobeithiaf y bydd fy nghyfraniad yn codi ambell her o bwys o fewn yr hyn y gwyddom amdano eisoes yn y Mesur arfaethedig.

Mae dau brif gwestiwn yma. Mae a wnelo un â'r pwerau a gawn yma, a'n gallu i gael cymaint o hyblygrwydd ag sy'n bosibl i sicrhau y gall y Cynulliad nesaf wireddu ei ddymuniadau. Yr wyf yn sicr y darperir yr hyblygrwydd hwnnw drwy ddeddfwriaeth fframwaith.

Yr ail gwestiwn allweddol y mae'n rhaid ei ystyried yn yr holl waith hwn yw datblygu cynaliadwy. Nac anghofiwn fod Deddf wreiddiol Llywodraeth Cymru 1998—mae fymryn yn wahanol yn Neddf Llywodraeth Cymru 2006—yn ei gwneud yn ddyletswydd ar y Llywodraeth roi ystyriaeth i ddatblygu cynaliadwy ym mhopeth a wna. Dylai'r Mesur hwn fod yn esiampl o sut y bydd Llywodraeth yn delio â datblygu cynaliadwy.

Fy her gyntaf ynglŷn â hyn yw ein bod wedi clywed sôn am sefydliad rheoli'r môr a fydd yn gwbl integredig ac yn gweithio drwy adrannau, ond yn nogfen ymgynghorol DEFRA ni chynhwysir y diwydiannau olew a nwy yn y drefn drwyddedu integredig newydd. Mae'n ymddangos i mi, yn ôl yr holl eiriau gwych a glywsom gan siaradwyr blaenorol, nad yw'n gynaliadwy esgeuloso rhai o'r datblygwyr allweddol yn amgylchedd y môr a'r effeithiau allweddol arno. Gwn fod fy nghyd-aelod, Mark Williams AS, wedi dod â hyn a'r sefyllfa ym mae Ceredigion i sylw'r Senedd, ac mae Pwyllgor Archwilio Amgylcheddol y Senedd, sy'n gweld hyn yn sefyllfa anfoddhaol dros ben, yn cyd-fynd ag ef. A wnaiff y Gweinidog siarad am hyn heddiw neu, drwy ryw fodd arall o gyfathrebu, roi arweiniad inni ynghylch beth y mae Llywodraeth Lafur y Cynulliad yn dymuno'i wneud am hyn? Yn amlwg, mae cyfle i ni yng Nghymru wneud rhywbeth a rydd warchodaeth ychwanegol i'n hamgylchedd morol.

Mae siaradwyr wedi cyfeirio at y defnydd o'r lan hyd at ba bellter bynnag yr awn allan i'r môr ar gyfer twristiaeth a diwydiant. Mae'n

reminding ourselves that 52,000 workers in Wales are engaged in activities that are directly associated with the marine environment. That is 6 per cent of the Welsh labour force. We are therefore dealing with something fundamental, of which we must take great care. The evidence that was taken—although I was not present at the committee on that day, I have read through it—was extremely good, and I think that reference has been made to the World Wildlife Fund Cymru and its desire to see an independent body with,

‘enough power to facilitate cross-departmental decisions in government in relation to MSP’.

This is a critical part of this. In discussions with organisations, I have said, ‘Fine, I think it’s wonderful to have these great ideals, but we also should look at how the public will be protected in this by having what I might term a marinewatch.’ I always get suspicious, once decision making disappears into the bowels of Government, that somebody is not sitting back there and asking, ‘Hang on, how does this really operate?’. Our models of consumer protection, with such a massive and significant piece of legislation, may provide an opportunity for us in Wales to establish a truly independent body that will act—I know it is a corny old saying—as a critical friend, almost, to ensure that the legislation achieves what it was intended to do.

I have already challenged the Minister on the veto that the oil and gas industries will have; goodness knows what else may happen in Government unless we scrutinise this properly or there is an independent body that can pass opinions about how the whole thing operates in practice. Finally, Minister, with all this inter-departmental working and meaningful integration, I trust that, at some stage, you will undertake a scoping study to see what resources will be required to achieve the exemplar operation of any future marine Bill in Wales. Otherwise, the work so far is commendable and ambitious and I hope that we in Wales will embrace this and ensure that at all levels of government—ours,

werth atgoffa’n hunain fod 52,000 o weithwyr yng Nghymru’n ymwneud â gweithgareddau sy’n uniongyrchol gysylltiedig ag amgylchedd y môr. Mae hynny’n 6 y cant o lafurllu Cymru. Yr ydym yn delio felly â rhywbeth sylfaenol, y mae’n rhaid inni gymryd gofal mawr ohono. Yr oedd y dystiolaeth a gymerwyd—er nad oeddwn yn bresennol yn y pwyllgor y diwrnod hwnnw, yr wyf wedi darllen drwyddi—yn eithriadol o dda, ac yr wyf yn meddwl bod cyfeiriad wedi’i wneud at WWF Cymru a’i awydd i weld corff annibynnol gyda, digon o rym i hwyluso penderfyniadau trawsadrannol mewn llywodraeth ynglŷn ag MSP’.

Mae hyn yn rhan allweddol o hyn. Mewn trafodaethau gyda chyrff, yr wyf wedi dweud, ‘Iawn, credaf fod y delfrydau mawr hyn yn wych, ond dylem edrych hefyd ar sut y caiff y cyhoedd eu gwarchod yn hyn o beth drwy gael yr hyn y gallwn ei alw’n fôr-wyliadwraeth.’ Byddaf bob amser yn mynd yn amheus, wedi i’r broses o wneud penderfyniadau ddiflannu i grombil y Llywodraeth, nad oes rhywun yn eistedd yn ôl yn y fan honno ac yn gofyn, ‘Am funud, sut y mae hyn yn gweithio go iawn?’. Gall ein modelau diogelu defnyddwyr, gyda darn mor anferthol a phwysig o ddeddfwriaeth, gynnig cyfle i ni yng Nghymru sefydlu corff gwirioneddol annibynnol a wnaiff weithredu—gwn mai hen ddywediad ystrydebol yw hyn—fel ffrind beiriadol, bron, i sicrhau bod y ddeddfwriaeth yn cyflawni’r hyn y bwriedid iddi ei wneud.

Yr wyf eisoes wedi herio’r Gweinidog ar y fetu a fydd gan y cwmnïau olew a nwy; pwy a w’yr beth arall a all ddigwydd yn y Llywodraeth oni chraffwn yn iawn ar hyn neu oni cheir corff annibynnol a all fynegi barn ynghylch sut y mae’r holl beth yn gweithio mewn gwirionedd. Yn olaf, Weinidog, gyda’r holl weithio rhyngadrannol ac integreiddio ystyrllon, hyderaf yr ymgymrwch, ryw bryd, ag astudiaeth gwmpasu i weld pa adnoddau y bydd eu hangen i gyflawni gweithrediad enghreifftiol unrhyw Fesur morol yng Nghymru yn y dyfodol. Fel arall, mae’r gwaith hyd yn hyn yn ganmoladwy ac yn uchelgeisiol a gobeithiaf y gwnawn ni yng Nghymru

the UK and the European—we can be a good example of how to operate sustainably in the marine environment.

David Lloyd: I am grateful for the opportunity to contribute to this important debate. I also welcome the Chair's comments, because this is a welcome concentration on matters marine. We do not often debate coastal waters and the use of our marine environment. I would concur, in terms of feeding into the work required with regard to the marine Bill, that the maximum amount of powers that can be devolved to the Assembly in matters marine should be devolved.

5.30 p.m.

We have had many debates in the Local Government and Public Services Committee about the Wales spatial plan, that is, the Wales land spatial plan. I keep mentioning in committee that, as Wales has such an extensive coastline—as we have heard from various speakers—we should have a marine spatial plan that dovetails into the land spatial plan. However, at the moment, that does not seem to be happening. In terms of some of the negotiations that are happening with regard to the development of the spatial plan, we have some isolated coastal strategies, but we do not have a comprehensive buy-in into a marine spatial plan. I think that that will be a missed opportunity if that situation carries on.

What happens off our coastline has been of great concern to many of our electors, certainly in Swansea and Gower, especially the issue of sand dredging off the Gower coastline at Helwick bank. There are continuing calls for a complete moratorium on sand dredging because hundreds of thousands of tonnes of sand have been extracted over the years and many people are concerned about the quality of the coastal environment and the so-called 'disappearing' Gower beaches. We do not have a handle on that because those sorts of issues tend to be complex and are largely not devolved to the Assembly, as is the case with a variety of

gofleidio hyn a sicrhau ar bob lefel o lywodraeth—ein lefel ni, y DU ac Ewrop—y gallwn fod yn esiampl dda o sut i weithredu'n gynaliadwy yn amgylchedd y môr.

David Lloyd: Yr wyf yn ddiolchgar am y cyfle i gyfrannu at y ddatl bwysig hon. Croesawaf finau sylwadau'r Cadeirydd, oherwydd y mae hyn yn gyfle i'w groesawu i ganolbwyntio ar faterion morol. Nid yn aml y byddwn yn trafod dyfroedd arfordirol a'r modd y defnyddir ein hamgylchedd morol. Yr wyf yn cyd-fynd, o ran bwydo i'r gwaith sydd yn ofynnol ar y Mesur morol, y dylai hynny o bwerau y gellir eu datganoli i'r Cynulliad mewn materion morol gael eu datganoli.

Yr ydym wedi cael llawer o ddatleuon yn y Pwyllgor Llywodraeth Leol a Gwasanaethau Cyhoeddus am gynllun gofodol Cymru, hynny yw, y cynllun gofodol ar gyfer tir Cymru. Yr wyf yn crybwyll dro ar ôl tro yn y pwyllgor, gan fod gan Gymru forlin mor helaeth—fel y clywsom gan amryw o siaradwyr—y dylai fod gennym gynllun gofodol morol sy'n cydblethu â'r cynllun gofodol ar gyfer y tir. Fodd bynnag, ar hyn o bryd, nid yw'n ymddangos bod hynny'n digwydd. O ran rhai o'r trafodaethau sydd ar y gweill ynglŷn â datblygiad y cynllun gofodol, mae gennym rai strategaethau arfordirol ar eu pennau eu hunain, ond nid ydym wedi ymrwymo i gael cynllun gofodol morol cynhwysfawr. Credaf y bydd colli cyfle'n digwydd os bydd y sefyllfa honno'n parhau.

Mae'r hyn sy'n digwydd ger ein morlin wedi bod yn peri pryder mawr i lawer o'n hetholwyr, yn sicr yn Abertawe a Gŵyr, yn enwedig carthu tywod ger morlin Gŵyr yng nghefn Helwick. Mae galwadau parhaus am foratoriwm llwyr ar garthu tywod oherwydd y mae cannoedd o filoedd o dunelli o dywod wedi cael eu hechdynnu dros y blynnydoedd ac mae llawer o bobl yn poeni am ansawdd yr amgylchedd arfordirol a thraethau Gŵyr, yr honnir eu bod yn 'diflannu'. Nid oes gennym reolaeth dros hynny oherwydd y mae'r mathau hynny o faterion yn tueddu i fod yn gymhleth ac nid ydynt ar y cyfan wedi cael eu datganoli i'r Cynulliad, fel sy'n wir am

port and harbour issues and the possibility of oil and gas exploitation in the Celtic sea, which has been alluded to.

Those are the sorts of issues that should be highlighted in a comprehensive marine Bill. That Bill should devolve the maximum amount of powers possible to the Assembly. Given our extensive coastline and the fact that people dive and swim offshore, as was mentioned by Brynle and others, the sea plays an enormous part in all our lives in Wales. We deserve maximum input into any future marine Bill as we have all those issues still thundering along in the background, such as the issue of sand dredging on the Gower coastline. Those sorts of issues are important to many people and they deserve to be encompassed in a comprehensive marine strategy that also incorporates eco-tourism and sustainable development. We must have a meaningful framework that gives us the maximum amount of powers in the Assembly.

Glyn Davies: I will confine myself, in winding up, to thanking everyone who has made a contribution. I do not think that anyone significantly disagreed with anything that was in the committee's report—I think that everyone understood the point that the whole issue is incredibly complex. The sheer complexity of it and the discussions on it brought to my mind how little I knew about the marine environment. We, as Assembly Members, have a duty to try to engage with the people of Wales as best as we can to ensure that as many people as possible understand how important our marine environment is and become engaged with the marine Bill, in terms of what we think should be included in it. We should pressurise the Westminster Government to use framework powers to give the maximum amount of powers possible to us in Wales so that the Bill can be used to do what we want.

amryw o faterion porthladdoedd a harbwrws a'r posibilrwydd o ddatblygu olew a nwy yn y môr Celtaidd, rhywbeth y cyfeiriwyd ato.

Dyna'r mathau o faterion y dylid tynnu sylw atynt mewn Mesur morol cynhwysfawr. Dylai'r Mesur hwnnw ddatganoli cynifer â phosibl o bwerau i'r Cynulliad. O ystyried ein morlin helaeth a'r ffaith bod pobl yn plymio a nofio yn y môr, fel y crybwyllwyd gan Brynle ac eraill, mae'r môr yn chwarae rhan enfawr ym mywydau pawb ohonom yng Nghymru. Yr ydym yn haeddu cael cymaint o fewnbwn â phosibl i unrhyw Fesur morol yn y dyfodol gan fod yr holl faterion hynny yn dal i garlamu ymlaen yn y cefndir, megis mater carthu tywod ar forlin Gŵyr. Mae'r mathau hynny o faterion yn bwysig i lawer o bobl ac maent yn haeddu cael eu cwmpasu mewn strategaeth forol gynhwysfawr sydd hefyd yn cynnwys eco-dwristiaeth a datblygu cynaliadwy. Rhaid inni gael fframwaith ystyrlon sy'n rhoi cynifer â phosibl o bwerau inni yn y Cynulliad.

Glyn Davies: Cyfyngaf fy hun, wrth gloi, i ddiolch i bawb sydd wedi cyfrannu. Nid wyf yn meddwl bod neb wedi anghytuno'n sylweddol â dim byd a oedd yn adroddiad y pwyllgor—credaf fod pawb yn deall y pwynt bod yr holl fater yn eithriadol o gymhleth. Mae'r cymhlethdod llwyr hwnnw a'r trafodaethau amdano wedi gwneud imi sylweddol cyn lleied a wyddwn am yr amgylchedd morol. Mae gennym ni, fel Aelodau o'r Cynulliad, ddyletswydd i weithio gyda phobl Cymru cystal ag y gallwn i sicrhau bod cynifer â phosibl o bobl yn deall mor bwysig yw ein hamgylchedd morol ac yn ymgysylltu â'r Mesur morol, o ran yr hyn a ddylai gael ei gynnwys ynddo yn ein barn ni. Dylem ddwyn pwysau ar Lywodraeth San Steffan i ddefnyddio pwerau fframwaith i roi cynifer â phosibl o bwerau inni yng Nghymru fel bod modd defnyddio'r Mesur i wneud yr hyn yr ydym ni am ei wneud.

*Cynnig (NDM3235): O blaid 35, Ymatal 0, Yn erbyn 0.
Motion (NDM3235): For 35, Abstain 0, Against 0.*

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

Andrews, Leighton
Barrett, Lorraine
Bates, Mick

Black, Peter
Butler, Rosemary
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Andrew
Davies, David
Davies, Glyn
Davies, Janet
German, Michael
Gibbons, Brian
Gregory, Janice
Griffiths, John
Gwyther, Christine
Hart, Edwina
Hutt, Jane
Idris Jones, Denise
Jones, Alun Ffred
Jones, Ann
Jones, Carwyn
Jones, Elin
Jones, Laura Anne
Lewis, Huw
Lloyd, David
Melding, David
Pugh, Alun
Randerson, Jenny
Ryder, Janet
Sargeant, Carl
Thomas, Catherine
Thomas, Rhodri Glyn
Williams, Brynle

*Derbyniwyd y cynnig.
Motion carried.*

Y Llywydd: Dyna ddiwedd ein trafodion am **The Presiding Officer:** That brings today's proceedings to a close.

*Daeth y cyfarfod i ben am 5.34 p.m.
The meeting ended at 5.34 p.m.*

**Aelodau a'u Pleidiau
Members and their Parties**

Andrews, Leighton (Llafur – Labour)
Barrett, Lorraine (Llafur – Labour)
Bates, Mick (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
Black, Peter (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
Bourne, Nick (Ceidwadwyr Cymru – Welsh Conservatives)
Burnham, Eleanor (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
Butler, Rosemary (Llafur – Labour)
Cairns, Alun (Ceidwadwyr Cymru – Welsh Conservatives)
Chapman, Christine (Llafur – Labour)
Cuthbert, Jeff (Llafur – Labour)
Davidson, Jane (Llafur – Labour)
Davies, Andrew (Llafur – Labour)
Davies, David (Ceidwadwyr Cymru – Welsh Conservatives)
Davies, Glyn (Ceidwadwyr Cymru – Welsh Conservatives)
Davies, Janet (Plaid Cymru – The Party of Wales)
Davies, Jocelyn (Plaid Cymru – The Party of Wales)
Dunwoody, Tamsin (Llafur - Labour)
Elis-Thomas, Dafydd (Plaid Cymru – The Party of Wales)
Essex, Sue (Llafur – Labour)
Francis, Lisa (Ceidwadwyr Cymru – Welsh Conservatives)

German, Michael (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
 Graham, William (Ceidwadwyr Cymru – Welsh Conservatives)
 Gregory, Janice (Llafur – Labour)
 Griffiths, John (Llafur – Labour)
 Gibbons, Brian (Llafur – Labour)
 Gwyther, Christine (Llafur – Labour)
 Hart, Edwina (Llafur – Labour)
 Hutt, Jane (Llafur – Labour)
 Idris Jones, Denise (Llafur – Labour)
 Isherwood, Mark (Ceidwadwyr Cymru – Welsh Conservatives)
 James, Irene (Llafur – Labour)
 Jones, Alun Ffred (Plaid Cymru – The Party of Wales)
 Jones, Ann (Llafur – Labour)
 Jones, Carwyn (Llafur – Labour)
 Jones, Elin (Plaid Cymru – The Party of Wales)
 Jones, Helen Mary (Plaid Cymru – The Party of Wales)
 Jones, Ieuan Wyn (Plaid Cymru – The Party of Wales)
 Jones, Laura Anne (Ceidwadwyr Cymru – Welsh Conservatives)
 Law, Trish (Annibynnol – Independent)
 Lewis, Huw (Llafur – Labour)
 Lloyd, David (Plaid Cymru – The Party of Wales)
 Lloyd, Val (Llafur – Labour)
 Marek, John (Cymru Ymlaen – Forward Wales)
 Melding, David (Ceidwadwyr Cymru – Welsh Conservatives)
 Mewies, Sandy (Llafur – Labour)
 Morgan, Jonathan (Ceidwadwyr Cymru – Welsh Conservatives)
 Morgan, Rhodri (Llafur – Labour)
 Neagle, Lynne (Llafur – Labour)
 Pugh, Alun (Llafur – Labour)
 Randerson, Jenny (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
 Ryder, Janet (Plaid Cymru – The Party of Wales)
 Sargeant, Carl (Llafur – Labour)
 Sinclair, Karen (Llafur – Labour)
 Thomas, Catherine (Llafur – Labour)
 Thomas, Gwenda (Llafur – Labour)
 Thomas, Owen John (Plaid Cymru – The Party of Wales)
 Thomas, Rhodri Glyn (Plaid Cymru – The Party of Wales)
 Williams, Brynle (Ceidwadwyr Cymru – Welsh Conservatives)
 Williams, Kirsty (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
 Wood, Leanne (Plaid Cymru – The Party of Wales)