



**Cynulliad Cenedlaethol Cymru
The National Assembly for Wales**

**Cofnod y Trafodion
The Record of Proceedings**

**Dydd Mawrth, 27 Ebrill 2010
Tuesday, 27 April 2010**

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

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

*Cyfarfu'r Cynulliad am 1.30 p.m. gyda'r Llywydd (Dafydd Elis-Thomas) yn y Gadair.
The Assembly met at 1.30 p.m. with the Presiding Officer (Dafydd Elis-Thomas) in the Chair.*

Y Llywydd: Trefn ar gyfer cwestiynau i'r Prif Weinidog. **The Presiding Officer:** Order for questions to the First Minister.

Cwestiynau i'r Prif Weinidog Questions to the First Minister

Opencast Coal Sites

Q1 Bethan Jenkins: Will the First Minister outline any policies or proposals that the Welsh Assembly Government has for improving liaison between opencast coal-site operators and those living in areas around them? OAQ(3)2792(FM)

The First Minister (Carwyn Jones): Extensive guidance on best practice for liaison and public consultation between opencast coal operators and local communities is set out in 'Minerals Technical Advice Note 2 (Wales): Coal', which was published in January 2009.

Bethan Jenkins: Will the Welsh Government consider making local liaison committees a feature of planning consent, and giving those committees some powers of environmental scrutiny, particularly with regard to noise and dust? Alternatively, could an obligation be put on companies like Celtic Energy Ltd to proactively work with communities? I ask because Dr Dai Lloyd and I recently visited constituents in Ochr-y-Waun in Cwmllynfell, who said that they were not aware of the liaison committee that Celtic Energy had set up. I wondered whether there were any formal processes in which these companies could participate, so that they were obliged to tell local residents what was happening with regard to opencast mining in their areas.

The First Minister: Companies are encouraged to set up liaison committees. If there are no liaison committees with existing sites, I would urge that they are set up. This is ultimately a matter for the planning authority, via a section 106 agreement. In

Safleoedd Glo Brig

C1 Bethan Jenkins: A wnaiff y Prif Weinidog amlinellu unrhyw bolisiau neu gynigion sydd gan Lywodraeth Cymru er mwyn gwella'r cysylltiad rhwng gweithredwyr safleoedd glo brig a'r rheini sy'n byw yn yr ardaloedd cyfagos? OAQ(3)2792(FM)

Y Prif Weinidog (Carwyn Jones): Ceir canllawiau manwl ar yr arferion gorau o ran cysylltu ac ymgynghori â'r cyhoedd rhwng gweithredwyr glo brig a chymunedau lleol yn 'Nodyn Cyngor Technegol Mwynau 2 (Cymru): Glo', a gyhoeddwyd ym mis Ionawr 2009.

Bethan Jenkins: A wnaiff Llywodraeth Cymru ystyried gwneud pwyllgorau cyswllt lleol yn un o nodweddion caniatâd cynllunio a rhoi rhywfaint o bwerau craffu amgylcheddol i'r pwyllgorau hynny, yn enwedig gyda golwg ar sŵn a llwch? Neu, a ellid ei gwneud yn ddyletswydd i gwmnïau megis Celtic Energy Ltd weithio'n rhagweithiol gyda chymunedau? Gofynnaf oherwydd i'r Dr Dai Lloyd a minnau ymweld yn ddiweddar ag etholwyr yn Ochr-y-Waun yng Nghwmllynfell, a ddywedodd nad oeddent yn gwybod am y pwyllgor cyswllt yr oedd Celtic Energy wedi'i sefydlu. Yr oeddwn yn pendroni tybed a oedd unrhyw brosesau ffurfiol y gallai'r cwmnïau hyn gymryd rhan ynddynt, er mwyn bod dyletswydd arnynt ddweud wrth drigolion lleol beth oedd yn digwydd yng nghyswllt gwaith glo brig yn eu hardaloedd.

Y Prif Weinidog: Anogir cwmnïau i sefydlu pwyllgorau cyswllt. Onid oes pwyllgorau cyswllt ar gyfer safleoedd sy'n bodoli eisoes, byddwn yn pwyso ar bobl i'w sefydlu. Mater i'r awdurdod cynllunio yw hyn yn y pen draw, drwy gytundeb adran 106. O ran eich

terms of your suggestion with regard to powers to investigate noise or dust, that would require them to have the expertise to do it, which would mean that they would have to have a budget. I think that it is best that the monitoring of sites is done by the local planning authority, but that there is strong input from communities in terms of their views on how an operation is being carried out. Liaison committees are important and are something that I would very much encourage; I would certainly encourage all those companies that are involved in opencast mining to keep local people as informed as possible.

William Graham: You will know that proposals by Glamorgan Power Company Ltd to gain permission for an opencast coal mine on a site at Varteg Hill have caused considerable concern to local residents. It is understandable that there is concern about any new facility, particularly about dust levels. From your previous role, you will know well that section 32 of the minerals technical advice note mentions a buffer zone of 500m. The new proposed plans seem to indicate that the site will be 120m from the local primary school and 100m from some local residents. Will you confirm that the TAN must be taken into account by the local authority?

The First Minister: The relevant planning guidance must of course be taken into account by a planning authority. You will understand that I cannot comment on an individual application, but the planning guidance is there to be observed.

Jobseekers Allowance

Q2 Trish Law: What discussions has the Welsh Assembly Government had regarding the latest figures of jobseekers allowance claimants in Gwent? OAQ(3)2797(FM)

The First Minister: Tackling unemployment across Wales is a top priority. We have a commitment, via 'One Wales', to a labour market framework. The joint employment delivery board for Wales will facilitate discussions regarding the labour market and

awgrym ynglŷn â phwerau i ymchwilio i swm neu lwch, byddai hynny'n golygu bod yn rhaid iddynt gael yr arbenigedd i wneud hynny, a byddai'n golygu y byddai'n rhaid iddynt gael cyllideb. Credaf mai'r peth gorau yw i'r awdurdod cynllunio lleol fonitro safleoedd, ond bod lle i gymunedau gyfrannu'n helaeth at y broses drwy fynegi eu barn ynglŷn â sut y mae'r gwaith yn cael ei wneud. Mae pwyllgorau cyswllt yn bwysig ac maent yn rhywbeth y byddwn yn ei annog yn gryf; yn sicr, byddwn yn pwysu ar bob cwmni sy'n ymwneud â gwaith glo brig i sicrhau bod pobl leol yn cael gwybod cymaint ag sy'n bosibl am yr hyn sy'n digwydd.

William Graham: Gwyddoch fod cynigion Glamorgan Power Company Ltd i gael caniatâd ar gyfer gwaith glo brig ar safle Bryn y Farteg wedi peri cryn bryder i drigolion lleol. Mae'n ddealladwy bod pobl yn poeni am unrhyw safle newydd, yn enwedig ynglŷn â faint o lwch a fydd. Gwyddoch yn dda, yn sgîl eich swydd flaenorol, fod adran 32 y nodyn cyngor technegol ynglŷn â mwynau'n sôn am barth clustogi 500m. Mae'r cynlluniau newydd a gynigir, i bob golwg, yn awgrymu y bydd y safle 120m oddi wrth yr ysgol gynradd leol a 100m oddi wrth rai o'r trigolion lleol. A wnewch gadarnhau bod yn rhaid i'r awdurdod lleol roi sylw i'r TAN?

Y Prif Weinidog: Wrth gwrs bod yn rhaid i awdurdod lleol roi sylw i'r canllawiau cynllunio perthnasol. Gwyddoch na allaf gyflwyno sylwadau am gais unigol, ond mae'r canllawiau cynllunio yno i bobl eu dilyn.

Lwfans Ceisio Gwaith

C2 Trish Law: Pa drafodaethau mae Llywodraeth Cynulliad Cymru wedi'u cael ynghylch ffigurau diweddaraf y nifer sy'n hawlio lwfans ceisio gwaith yng Ngwent? OAQ(3)2797(FM)

Y Prif Weinidog: Mynd i'r afael â diweithdra ledled Cymru yw un o'n prif flaenoriaethau. Yr ydym wedi ymrwymo, drwy 'Cymru'n Un', i fframwaith ar gyfer y farchnad lafur. Bydd cyd-fwrdd cyflenwi rhaglenni cyflogaeth Cymru yn hwyluso

will also ensure a clear focus on better joint planning and delivery of services.

Trish Law: It is merely a tiny crumb of comfort that the latest labour market statistics indicate a reduction in the claimant count. The figures across Gwent are depressing in the extreme, particularly so in my constituency of Blaenau Gwent. The latest claimant count figures for March show that Blaenau Gwent has the highest number and proportion of claimants. When will the Welsh Assembly Government implement its 'One Wales' pledge to target those areas in greatest need, like Blaenau Gwent, which is Wales's number one unemployment black spot?

The First Minister: The fundamental key to sorting this out is to develop people's skills levels. You will be aware that a learning campus is being built by the Welsh Assembly Government in Ebbw Vale. You will also be aware of the fact that transport links to Blaenau Gwent have been greatly improved, via the opening of the passenger railway line. That means that more people will be able to access markets elsewhere in terms of where they work. A great deal of work is being done to improve the opportunities that are available to the people of Blaenau Gwent, via transport and the development of their own personal skills. When we look at statistics, we know that the major issue that we face in Wales is a lack of skills among our population. Anything that we can do to improve those skills levels, as we are doing in Ebbw Vale with the learning campus, will improve the attractiveness of the workforce in Wales, and in Blaenau Gwent in particular, to investors from overseas, and to those businesses that want to start and grow in Wales.

Rhodri Morgan: Will the First Minister confirm that there is no reason to suppose that Blaenau Gwent will not share in the 16,000 increase in the total number of jobs in Wales? That was one of the most heartening aspects of the monthly employment and unemployment figures that were published at 9.30 a.m. last Wednesday by the Office for

trafodaethau ynglŷn â'r farchnad lafur a bydd hefyd yn sicrhau ein bod yn canolbwyntio'n glir ar gydgyllunio a chyd-ddarparu gwasanaethau'n well.

Trish Law: Dim ond mymryn o gysur yw bod ystadegau diweddaraf y farchnad lafur yn dangos gostyngiad yn y nifer sy'n hawlio'r lwfans. Mae'r ffigurau ledled Gwent yn dorcalonnus dros ben, yn enwedig yn fy etholaeth i ym Mlaenau Gwent. Dengys y ffigurau diweddaraf ar gyfer y nifer a hawliodd lwfans ym mis Mawrth mai ym Mlaenau Gwent y mae'r nifer fwyaf a'r gyfran fwyaf o hawlwr. Pryd y gwnaiff Llywodraeth y Cynulliad wireddu ei haddewid yn 'Cymru'n Un' i dargedu'r ardaloedd mwyaf anghenus hynny, megis Blaenau Gwent, sef y lle gwaethaf yng Nghymru o ran diweithdra?

Y Prif Weinidog: Yr allwedd sylfaenol i ddatrys hyn yw datblygu lefelau sgiliau pobl. Gwyddoch fod Llywodraeth y Cynulliad yn codi campws dysgu yng Nglynebwy. Gwyddoch hefyd fod y cysylltiadau trafniadaeth â Blaenau Gwent wedi'u gwella'n sylweddol drwy agor lein y rheilffordd i deithwyr. Mae hynny'n golygu y bydd mwy o bobl yn gallu manteisio ar farchnadoedd mewn mannau eraill o ran cael gwaith. Mae llawer iawn o waith ar y gweill i wella'r cyfleoedd sydd ar gael i bobl Blaenau Gwent, drwy drafniadaeth a thrwy ddatblygu eu sgiliau personol hwy eu hunain. Wrth inni edrych ar ystadegau, gwyddom mai'r brif broblem yr ydym yn ei hwynebu yng Nghymru yw diffyg sgiliau ymhlith ein poblogaeth. Bydd unrhyw beth y gallwn ei wneud i wella'r sgiliau hynny, fel yr ydym yn gwneud yng Nglynebwy gyda'r campws dysgu, yn gwneud y gweithlu yng Nghymru, ac ym Mlaenau Gwent yn benodol, yn fwy deniadol i fuddsoddwyr o wledydd tramor, ac i'r busnesau hynny sydd am gychwyn a thyfu yng Nghymru.

Rhodri Morgan: A wnaiff y Prif Weinidog gadarnhau nad oes rheswm dros amau na fydd Blaenau Gwent yn cael peth o'r cynnydd o 16,000 yng nghyfanswm y swyddi yng Nghymru? Yr oedd hynny'n un o'r agweddau mwyaf calonogol ar y ffigurau cyflogaeth a diweithdra a gyhoeddwyd am 9.30 a.m. ddydd Mercher diwethaf gan y

National Statistics. That is on top of the other heartening news of a drop in claimant count unemployment of 2,000, a drop—compared to last month's figures—of 2,000 in the wider count of unemployment, and a drop of 18,000 in the level of economic inactivity in Wales.

The First Minister: Those figures are all welcome. They show, to my mind, that the economy is moving in the right direction, although it is right to say that there is still some way to go and it is important that that recovery is not jeopardised. I understand very well the point that, as the recovery moves forward, it is important that we spread all aspects of that recovery to as many parts of Wales as possible.

Mohammad Asghar: Good afternoon, First Minister. When the 'One Wales' agreement was signed in June 2007, there were 8,868 claimants of jobseekers allowance in the Gwent area. Recently, there has been a surge to 19,222 claimants. I am not laying the blame for that solely on the Welsh Assembly Government; we know that international forces have impacted on unemployment levels throughout the world. However, we have significantly higher unemployment levels in Wales than there are in Scotland, Northern Ireland and England, and Gwent is one of the worst affected areas in the whole of the country. What assurances can the First Minister give to the people of Gwent that this situation will improve? I am sure that an increase of 1 per cent in national insurance will not help to increase employment. Finally, David Cameron pledged this morning to improve—

The Presiding Officer: Order. There cannot be a 'finally'; you are out of time.

The First Minister: Thank you for your reference to the 'One Wales' agreement. You supported that agreement, of course, back in 2007. I agree that the recession has affected the whole world. It is not, as your party would describe it, Gordon Brown's recession. It began in America, as we know, and has affected most countries in the world. It is because of the actions taken by the UK Labour Government that we are now moving

Swyddfa Ystadegau Gwladol. Mae hynny ar ben y newydd calonogol arall ynglŷn â gostyngiad o 2,000 yn y nifer sy'n hawlio'r lwfans, gostyngiad—o'i gymharu â ffigurau'r mis diwethaf—o 2,000 yn ôl y dull ehangach o gyfrifo diweithdra, a gostyngiad o 18,000 o ran anweithgarwch economaidd yng Nghymru.

Y Prif Weinidog: Mae'r ffigurau hynny i gyd i'w croesawu. Maent yn dangos, o'm rhan i, fod yr economi'n symud i'r cyfeiriad iawn, er ei bod yn iawn dweud bod cryn ffordd i fynd eto a'i bod yn bwysig nad ydym yn peryglu'r adferiad hwnnw. Deallaf yn iawn y pwynt ei bod yn bwysig, wrth i'r adferiad fynd rhagddo, inni ledaenu holl agweddau'r adferiad hwnnw i gynifer o rannau o Gymru ag sy'n bosibl.

Mohammad Asghar: Prynghawn da, Brif Weinidog. Pan lofnodwyd cytundeb 'Cymru'n Un' ym mis Mehefin 2007, yr oedd 8,868 yn hawlio lwfans ceisio gwaith yn ardal Gwent. Yn ddiweddar, mae nifer yr hawlwyd wedi chwyddo i 19,222. Nid wyf yn dweud mai bai Llywodraeth y Cynulliad yw hynny i gyd; gwyddom fod grymoedd rhyngwladol wedi effeithio ar lefelau diweithdra drwy'r byd. Serch hynny, mae ein lefelau diweithdra ni'n sylweddol uwch yng Nghymru nag y maent yn yr Alban, yng Ngogledd Iwerddon ac yn Lloegr, a Gwent yw un o'r ardaloedd yr effeithiwyd arni waethaf drwy'r wlad i gyd. Pa sicrwydd y gall y Prif Weinidog ei roi i bobl Gwent y bydd y sefyllfa hon yn gwella? Yr wyf yn siŵr na wnaiff cynnydd o 1 y cant mewn yswiriant gwladol gynorthwyo i greu mwy o swyddi. Yn olaf, addawodd David Cameron y bore yma y byddai'n gwella—

Y Llywydd: Trefn. Nid oes 'yn olaf' i fod; mae eich amser ar ben.

Y Prif Weinidog: Diolch ichi am gyfeirio at gytundeb 'Cymru'n Un'. Yr oeddech chi'n cefnogi'r cytundeb hwnnw, wrth gwrs, yn 2007. Cytunaf fod y dirwasgiad wedi effeithio ar y byd i gyd. Nid dirwasgiad Gordon Brown ydyw, fel y byddai eich plaid chi'n ei ddisgrifio. Dechreuodd yn America, fel y gwyddom, ac mae wedi effeithio ar y rhan fwyaf o wledydd y byd. Y camau a gymerwyd gan Lywodraeth Lafur y Deyrnas

towards recovery. The greatest disaster that the UK could have faced in 2007 would have been the *laissez faire* attitude of the Conservatives: they would have taken money out of the economy and watched banks collapse and unemployment rise. We know that, because the Tories have always said that unemployment is a price worth paying for what they see as economic recovery. We, on this side of the Chamber, will never say that and never accept it; we will always fight to bring down the level of unemployment.

Alun Davies: People perhaps need someone who can stand up for them instead of simply reading someone else's words without understanding either the question or the reply. First Minister, the Welsh Assembly Government has taken an activist approach to fighting this recession and unemployment. Will you consider holding an economic summit in the Heads of the Valleys to demonstrate that this Government's commitment does not apply only in the two weeks before an election, but that we are putting money where are mouths are and investing in infrastructure that will sustain high-quality investment today and in the future?

The First Minister: Regardless of where economic summits are held, their outcomes have an affect on the whole of Wales. Money has been spent through convergence funding, JEREMIE, and the single investment fund, and we are seeing success stories throughout the whole of Wales. As the economy moves towards recovery, it is important that that recovery is tangible to people throughout Wales, wherever they live.

Effeithlonrwydd Ynni

C3 Paul Davies: A wnaiff y Prif Weinidog ddatganiad am yr hyn y mae Llywodraeth Cynulliad Cymru yn ei wneud i hyrwyddo effeithlonrwydd ynni yng nghartrefi Cymru? OAQ(3)2805(FM)

1.40 p.m.

Y Prif Weinidog: Agorodd cynllun sgrapio boeleri Cymru ar 6 Ebrill i helpu pensïynwyr

Unedig yw'r rheswm pam yr ydym yn awr yn symud tuag at adferiad. Y trychineb mwyaf y gallai'r Deyrnas Unedig fod wedi'i wynebu yn 2007 fuasai agwedd *laissez faire* y Ceidwadwyr: byddent wedi tynnu arian o'r economi a gwylio'r banciau'n dymchwel a diweithdra'n codi. Gwyddom hynny, oherwydd y mae'r Torïaid wedi dweud yn wastad fod diweithdra'n bris gwerth ei dalu am yr hyn y maent yn ei ystyried yn adferiad economaidd. Ar yr ochr hon i'r Siambr, ni ddywedwn ac ni dderbyniwn hynny byth; byddwn yn wastad yn brwydro i ostwng lefel diweithdra.

Alun Davies: Efallai fod angen i bobl gael rhywun sy'n gallu sefyll drostynt yn hytrach na dim ond darllen geiriau rhywun arall heb ddeall na'r cwestiwn na'r ateb. Brif Weinidog, mae Llywodraeth y Cynulliad wedi mynd ati'n egniol i frwydro yn erbyn y dirwasgiad hwn a diweithdra. A wnewch ystyried cynnal uwchgynhadledd economaidd ym Mlaenau'r Cymoedd i ddangos bod ymrwymiad y Llywodraeth hon yn berthnasol y tu hwnt i'r pythefnos cyn etholiad, ond ein bod cystal â'n gair ac yn buddsoddi mewn seilwaith a fydd yn cynnal buddsoddi o safon heddiw ac yn y dyfodol?

Y Prif Weinidog: Ni waeth ymhle y cynhelir uwchgynadleddau economaidd, caiff eu canlyniadau effaith ar Gymru gyfan. Gwariwyd arian drwy gyllid cydgyfeirio, JEREMIE, a'r gronfa buddsoddi sengl, ac yr ydym yn gweld hanes llwyddiant ym mhob cwr o Gymru. Wrth i'r economi symud i gyfeiriad adferiad, mae'n bwysig bod modd i bobl ledled Cymru weld yr adferiad hwnnw ar waith, ym mha le bynnag y maent yn byw.

Energy Efficiency

Q3 Paul Davies: Will the First Minister make a statement on what the Welsh Assembly Government is doing to promote energy efficiency in Welsh homes? OAQ(3)2805(FM)

The First Minister: The Welsh boiler scrappage scheme opened on 6 April to assist

gael gwared ar foeleri aneffeithlon. Mae ein cynllun effeithlonrwydd ynni cartref hefyd yn parhau i fod yn boblogaidd iawn. Yr ydym yn buddsoddi £30 miliwn o'r gronfa buddsoddi cyfalaf strategol mewn effeithlonrwydd ynni a microgynhyrchu yn ystod cam cyntaf y rhaglen Arbed.

Paul Davies: Yr ydym i gyd yn cydnabod pwysigrwydd cynyddu effeithlonrwydd ynni yng nghartrefi Cymru, ac mae'n hanfodol parhau i hyrwyddo gwahanol ffyrdd o wneud hynny.

Yn ddiweddar, cyfarfûm â chynrychiolwyr Cyngor Sir Penfro a Chymdeithas Tai Sir Benfro, a dynnodd fy sylw at y ffaith nad ydynt yn gymwys i gynnig am arian Ewropeaidd i wella effeithlonrwydd ynni yn eu stoc tai. O'r herwydd, bydd fy etholaeth ar ei cholled o ran cynyddu effeithlonrwydd ynni. A all y Prif Weinidog ddweud wrthym a fydd Llywodraeth y Cynulliad yn sicrhau bod cyllidebau eraill ar gael i sir Benfro? Beth mae'r Prif Weinidog a'i Lywodraeth yn ei wneud i sicrhau nad yw etholaethau megis fy un i yn cael eu hanwybyddu?

Y Prif Weinidog: Nid oes cynllwyn yn erbyn pobl sir Benfro; yr ydym am sicrhau bod mwy o dai yn cael eu hadeiladu yn unol â safon ansawdd tai Cymru hyd nes y codir pob tŷ o dan y safon. Hefyd, mae'n rhaid sicrhau ein bod yn helpu pobl sydd yn byw mewn hen dai i arbed mwy o ynni yn y dyfodol. Dyna pam y mae gennym gynlluniau fel y cynllun sgrapio boeleri, i roi help i'r sawl sydd ei angen a'r rhai sy'n byw mewn tai sydd, hyd yma, wedi bod yn gostus iawn o ran ynni. Mae'r cynllun hwnnw yn effeithiol iawn yn hynny o beth, ac yr ydym hefyd yn symud yn ein blaenau gyda'r system rheoliadau adeiladu i sicrhau nad ydym ond yn adeiladu tai ynni effeithiol yn y dyfodol.

Rhodri Glyn Thomas: Mae'r cynllun gan Lywodraeth Cymru sy'n cynnig gostyngiadau sylweddol i bobl iddynt insiwleiddio eu tai yn un poblogaidd. Pa ymdrechion yr ydych yn eu gwneud i sicrhau cyhoeddusrwydd digonol i'r cynllun hwn, fel bod pobl yn ymwybodol bod ganddynt gyfle i gael hyd at 75 y cant o ostyngiad yn y gost o

pensioners in replacing inefficient boilers. Our home energy efficiency scheme also continues to be very popular. We are investing £30 million of strategic capital investment funding in energy efficiency and microgeneration in the first phase of the Arbed programme.

Paul Davies: We all acknowledge the importance of increasing energy efficiency in Welsh homes, and it is essential to continue to promote different ways of doing that.

Recently, I met representatives of Pembrokeshire County Council and Pembrokeshire Housing Association Ltd, who drew my attention to the fact that they are not eligible to bid for European funding to improve energy efficiency in their housing stock. As a result, my constituency will lose out with regard to increasing energy efficiency. Can the First Minister tell us whether the Welsh Government will ensure that other budgets will be available to Pembrokeshire? What is the First Minister and his Government doing to ensure that constituencies such as mine are not ignored?

The First Minister: There is no conspiracy against the people of Pembrokeshire; we want to ensure that more homes are built in accordance with the Welsh housing quality standard until all homes are built under that standard. Also, we must ensure that we help people living in older houses to save more energy in future. That is why we have schemes such as the boiler scrappage scheme, which assists those who need help and those who are living in houses that, thus far, have been very costly in energy terms. That scheme is very effective in that regard, and we are also progressing the use of the building regulations system to ensure that we only build energy efficient housing in the future.

Rhodri Glyn Thomas: The Welsh Government scheme that offers substantial financial discounts to people to insulate their homes is a popular one. What efforts have you made to ensure that sufficient publicity is given to that scheme, so that people are aware that they have an opportunity to have a discount of up to 75 per cent on the cost of

insiwleiddio eu tai drwy ymuno â'r cynllun?

A ydych yn ymwybodol bod rhai cwmnïau yn manteisio ar fodolaeth y cynllun i geisio gwerthu eu gwasanaethau, gan godi llawer iawn mwy na'r gost a gytunwyd gyda'r Llywodraeth dan y cynllun? Beth ydym yn ei wneud i ddiogelu pobl rhag y math hwn o ymgais i'w twyllo o ran y gwasanaeth sydd ar gael?

Y Prif Weinidog: Mae 400 cwmni wedi cofrestru gyda'r cynllun. Os oes enghreifftiau o'r hyn y soniasoch amdano, byddai'n dda gwybod amdanynt er mwyn inni wneud rhywbeth am y peth. Mae'r rhan fwyaf o'r cwmnïau sydd wedi bod yn rhan o'r cynllun effeithlonrwydd ynni cartref wedi gwneud gwaith da i bobl.

O ran cyhoeddusrwydd, mae'n bwysig bod pobl yn deall bod y cynllun yn bodoli. Ni fu hynny'n broblem i'r cynllun effeithlonrwydd ynni cartref yn y gorffennol. Mae'n bosibl defnyddio'r we, ac yr oedd modd sicrhau drwy hynny fod pobl yn gwybod am y cynllun newydd. Bydd hynny'n digwydd yn y dyfodol gyda chynllun yn y cyfryngau a gynhelir gan swyddfa'r wasg yn y Cynulliad.

Wrth gwrs, bydd Aelodau unigol yn sicrhau bod eu hetholwyr yn gwybod am y cynllun, fel y mae sawl un wedi gwneud yn y gorffennol.

Peter Black: A report of about three or four years ago identified that the home energy efficiency scheme was failing to target those who are most in need, namely those who are fuel poor. How is the scheme being changed to remedy that problem?

The First Minister: Those who have benefitted from HEES are people who were fuel poor. Let us remember that fuel poverty is defined as spending 10 per cent or more of one's income on fuel, and that can catch many people. Even for those whose income, on the face of it, appears to be reasonable, fuel costs can increase to such a level that they become a significant cost. We have ensured that homeowners over the age of 60 can apply for a £500 voucher towards the cost of replacing a G-rated boiler with an A-rated boiler. We feel that that is important to

insulating their homes by joining the scheme?

Are you aware that some companies are taking advantage of the existence of the scheme to try to sell their services and are charging much more than the cost agreed with the Government under the scheme? What are we doing to protect people from such attempts to deceive them about the service available?

The First Minister: There are 400 companies registered with the scheme. If you have any examples of what you referred to, it would be good to know of them so that we can do something about it. Most of the companies that have been part of the home energy efficiency scheme have done good work for people.

As for publicity, it is important that people understand that the scheme exists. That has not been a problem for HEES in the past. The internet can be used, and, in that way, you could ensure that people knew about the new scheme. That will happen in the future with a media campaign led by the press office in the Assembly.

Of course, individual Members will ensure that their constituents know about the scheme, as several of us have done in the past.

Peter Black: Mewn adroddiad ryw dair neu bedair blynedd yn ôl, dywedwyd nad oedd y cynllun effeithlonrwydd ynni cartref yn llwyddo i dargedu'r rhai mwyaf anghenus, sef y tlawd o ran tanwydd. Sut y mae'r cynllun yn cael ei newid i unioni hynny?

Y Prif Weinidog: Y rhai tlawd o ran tanwydd sydd wedi elwa o'r cynllun effeithlonrwydd. Gadewch inni gofio mai'r diffiniad o dlodi tanwydd yw pan fydd rhywun yn gwario 10 y cant neu ragor o'i incwm ar danwydd, a gall hynny gynnwys llawer o bobl. Hyd yn oed i'r rhai y mae eu hincwm ar yr wyneb, i bob golwg, yn rhesymol, gall costau tanwydd gynyddu i'r fath lefel nes eu bod yn sylweddol. Yr ydym wedi sicrhau bod perchenogion tai dros 60 oed yn gallu gwneud cais am daleb o £500 at gost cael boeler gradd A yn lle boeler gradd

those over the age of 60, and it means that we reduce the general carbon footprint of G-rated boilers by getting rid of them. So, not only do people save money in energy costs, but there is a benefit for the environment.

Mick Bates: One of the best ways of promoting energy efficiency is to allow people to monitor the energy that they use in their homes. That is done by installing smart meters in homes. As you know, the Energy Bill promoted that concept. In Italy, energy savings of up to 15 per cent were accomplished through the installation of smart meters. What is the Welsh Government doing to encourage the introduction of smart meters throughout Wales? Such meters could help reduce home energy bills by an average of up to £100 per annum.

The First Minister: I do not think that you need smart meters to inform people of what they should do to save energy. It means moving towards—as we are now, as a society—the use of low energy bulbs and ensuring that people make less use of machines that use a lot of energy, such as tumble dryers: in weather like this, people can put washing on the line and save money. You do not need a smart meter to do that. There is a lot of common sense involved here. We are telling people that there are ways of saving money, that they do not have to run machines constantly, and that it is important that people have an efficient boiler. I know, from personal experience, that if you change your boiler, you can reduce your heating costs by up to 50 per cent. That is why the boiler scrappage scheme is so important. Many people will now have the opportunity to make significant savings on their energy costs. I think that that is as good as a smart meter.

The Welsh Economy

Q4 Nick Ramsay: What steps is the First Minister taking to improve the Welsh economy? OAQ(3)2810(FM)

The First Minister: The economic summits have played a key role in driving forward our innovative and targeted response to the

G. Credwn fod hynny'n bwysig i'r rhai sydd dros 60 oed, ac mae'n golygu ein bod yn gostwng ôl troed carbon cyffredinol boeleri gradd G drwy gael gwared arnynt. Felly, heblaw bod pobl yn arbed arian o ran costau ynni, ceir budd i'r amgylchedd hefyd.

Mick Bates: Un o'r ffyrdd gorau o hyrwyddo effeithlonrwydd ynni yw caniatáu i bobl fonitro'r ynni a ddefnyddir ganddynt yn eu cartrefi. Gwneir hynny drwy osod mesuryddion deallus mewn cartrefi. Fel y gwyddoch, hyrwyddwyd y syniad hwnnw yn y Mesur Ynni. Yn yr Eidal, llwyddwyd i arbed hyd at 15 y cant ar ynni drwy osod mesuryddion deallus. Beth y mae Llywodraeth Cymru'n ei wneud i annog cyflwyno mesuryddion deallus ledled Cymru? Gallai mesuryddion o'r fath gynorthwyo i ostwng biliau ynni cartrefi £100 y flwyddyn ar gyfartaledd.

Y Prif Weinidog: Ni chredaf fod angen mesuryddion deallus arnoch i roi gwybod i bobl beth y dylent ei wneud i arbed ynni. Mae'n golygu symud—fel y mae ein cymdeithas yn gwneud yn awr—tuag at ddefnyddio bylbiau rhad-ar-ynni a sicrhau bod pobl yn defnyddio llai ar beiriannau sy'n llyncu llawer o ynni, megis peiriannau sychu dillad: mewn tywydd fel hyn, gall pobl roi dillad ar y lein ac arbed arian. Nid oes angen mesurydd deallus arnoch i wneud hynny. Synnwyr cyffredin yw llawer o hyn. Yr ydym yn dweud wrth bobl fod ffyrdd iddynt arbed arian, nad oes yn rhaid i beiriannau fod ar waith ganddynt drwy'r amser, a'i bod yn bwysig i bobl gael boeler effeithlon. Gwn, o brofiad personol, y gall newid eich boeler arbed hyd at 50 y cant ichi ar eich costau cynhesu. Dyna pam mae'r cynllun sgrapio boeleri mor bwysig. Bydd cyfle i lawer o bobl yn awr arbed arian sylweddol ar eu costau ynni. Credaf fod hynnyystal â mesurydd deallus.

Economi Cymru

C4 Nick Ramsay: Pa gamau mae'r Prif Weinidog yn eu cymryd i wella economi Cymru? OAQ(3)2810(FM)

Y Prif Weinidog: Mae'r uwchgynadleddau economaidd wedi chwarae rhan allweddol o ran sbarduno'n hymateb arloesol a hwnnw'n

recession. Our economic renewal programme will position us to meet the challenges that lie ahead.

Nick Ramsay: There is a developing consensus in Wales that our private sector makes up too small a proportion of the overall economy, and that we need to grow that sector to achieve a more balanced and dynamic economy. In past recessions, it has been the rate of enterprise births that has marked out the most successful regions and nations. We know from your Government's figures that there were 9,290 enterprise births in Wales during 2008, which is a rate of 10 per cent, which is the second lowest rate in the UK nations and regions—a truly scary figure, as I am sure you will agree, First Minister. Is it not the fact that, despite your warm words and those of your Government about unleashing the power of our private sector, your Government's record does not bode well for the growth of our private sector as we emerge from this recession? After 10 years of Labour, Wales is, sadly, one of the poorest parts of the United Kingdom and one of the least able to meet the challenges that we face.

The First Minister: I sometimes get the impression in the Chamber that the 1980s saw a land of milk and honey, where everybody was in employment, people had well-paid jobs and the economy was functioning well. However, there are many here who know that that was simply not the case. The fact is that we have in place several schemes to help young entrepreneurs—the young entrepreneurship scheme, for example—and the Flexible Support for Business scheme. There has never been a better time to set up a business in Wales in terms of Government support.

I agree that the private sector is too small, but that does not mean that the way to rebalance the economy is to cut the public sector. That is a bit like saying that if you have a pear tree that is not growing properly and a big apple tree next to it, you cut down the apple tree rather than encouraging the pear tree to grow. That makes no sense. We must remember that it is impossible to run the public sector as if it was the private sector or a business. That

ymateb wedi'i dargedu i'r dirwasgiad. Bydd ein rhaglen adnewyddu'r economi'n ein rhoi mewn sefyllfa i ymateb i'r heriau sydd o'n blaen.

Nick Ramsay: Mae consensws yn datblygu yng Nghymru fod ein sector preifat yn gyfran rhy fach o'r economi drwyddi draw, a bod angen inni sicrhau bod y sector hwnnw'n tyfu er mwyn cael economi fwy cytbwys a dynamig. Pan fu dirwasgiad yn y gorffennol, cyfradd y mentrau newydd sydd wedi nodweddu'r rhanbarthau a'r cenedloedd mwyaf llwyddiannus. Gwyddom ar sail ffigurau eich Llywodraeth fod 9,290 o fentrau newydd wedi cychwyn yng Nghymru yn ystod 2008, sef cyfradd o 10 y cant, yr gyfradd isaf ond un yng nghaneddloedd a rhanbarthau'r Deyrnas Unedig—ffigur sydd yn dychryn llawer ar rywun, fel y cytunwch yr wyf yn siŵr, Brif Weinidog. Er gwaethaf eich geiriau teg a geiriau'ch Llywodraeth am ryddhau pŵer ein sector preifat, onid y gwir yw nad yw record eich Llywodraeth yn argoeli'n dda ar gyfer twf ein sector preifat wrth inni gamu o'r dirwasgiad hwn? Ar ôl 10 mlynedd o Lafur, yn anffodus, Cymru yw un o rannau tlotaf y Deyrnas Unedig ac un o'r rhai lleiaf abl i ymateb i'r heriau a wynebwn.

Y Prif Weinidog: Weithiau, caf yr argraff yn y Siambr ein bod yn byw yng ngwlad y llaeth a'r mêl yn yr 1980au, lle yr oedd pawb mewn gwaith, lle yr oedd gan bobl swyddi â chyflogau da a'r economi'n gweithio'n dda. Serch hynny, mae llawer o bobl yma sy'n gwybod nad felly yr oedd o gwbl. Y gwir yw bod gennym sawl cynllun ar waith i gynorthwyo entrepreneuriaid ifanc—y cynllun entrepreneuriaeth ifanc, er enghraifft—a'r cynllun Cymorth Hyblyg i Fusnes. Ni fu erioed well adeg i sefydlu busnes yng Nghymru o ran cymorth gan y Llywodraeth.

Cytunaf fod y sector preifat yn rhy fach, ond nid yw hynny'n golygu mai torri'r sector cyhoeddus yw'r ffordd o newid cydbwysedd yr economi. Ni waeth ichi ddweud mai'r peth gorau i'w wneud os oes gennych goeden gellyg nad yw'n tyfu'n iawn a choeden afalau fawr wrth ei hymyl, yw torri'r goeden afalau yn hytrach nag annog y goeden gellyg i dyfu. Nid oes synnwyr yn hynny. Rhaid inni gofio ei bod yn amhosibl rhedeg y sector

is because the first thing that the private sector does to cut costs is to move production abroad. With the best will in the world, it is very difficult to move Prince Charles Hospital to China. That is how the private sector often deals with matters. I want to ensure that the private sector grows in Wales, and the measures that we have in place will ensure that it does so.

Jeff Cuthbert: First Minister, in an answer earlier to Trish Law, you said, correctly, that raising skill levels is key in helping to develop the economy and reduce unemployment, and we are making excellent use of convergence and competitiveness funding. Nick Ramsay referred to the private sector as being too small, but the other side of that coin is that they say that the public sector is too large. We know that David Cameron has already said that Government is too big in north-east England and Northern Ireland, and so perhaps Wales is next on his list. Therefore, if the Tories were able to institute the massive cuts that they propose, do you agree that it would be the very worst thing for the economy in Wales?

1.50 p.m.

The First Minister: There is no doubt about it. I was surprised by what David Cameron said about Northern Ireland, because I was under the impression that there was a devolved administration there, with a Northern Ireland Assembly that determined its own funding priorities. With one slip of the tongue, the whole of devolution in Northern Ireland seems to have been thrown out of the window, but there we are. That is just what we might have expected from the Tories.

It is important that we realise that the private sector needs to grow in Wales, and we understand that, but it is also important to realise that the public sector remains important as an employer and as a provider of services in Wales. What do we hear from the Conservatives? That 40,000 public sector jobs would go in the first year through natural wastage and jobs not being replaced.

cyhoeddus fel petai'n fusnes neu'n rhan o'r sector preifat. Y rheswm dros hynny yw oherwydd mai'r peth cyntaf y bydd y sector preifat yn ei wneud i dorri costau yw symud y cynhyrchu dramor. Gyda'r ewyllys gorau, mae'n anodd iawn symud Ysbyty'r Tywysog Charles i Tsieina. Dyna sut y bydd y sector preifat yn ymdrin â phethau'n aml. Yr wyf am sicrhau bod y sector preifat yn tyfu yng Nghymru, a bydd y mesurau sydd gennym ar waith yn sicrhau ei fod yn gwneud hynny.

Jeff Cuthbert: Brif Weinidog, wrth ateb Trish Law yn gynharach, yr oeddech yn llygad eich lle'n dweud bod gwella lefelau sgiliau'n allweddol er mwyn cynorthwyo i ddatblygu'r economi a lleihau diweithdra, ac yr ydym yn defnyddio arian cydgyfeirio a chystadleurwydd yn rhagorol. Dywedodd Nick Ramsay fod y sector preifat yn rhy fach, ond ochr arall y geiniog honno yw eu bod yn dweud bod y sector cyhoeddus yn rhy fawr. Gwyddom fod David Cameron wedi dweud eisoes fod y Llywodraeth yn rhy fawr yng ngogledd-ddwyrain Lloegr ac yng Ngogledd Iwerddon, ac efallai mai Cymru sydd nesaf ar ei restr. Felly, petai'r Torïaid yn gallu rhoi'r toriadau enfawr ar waith yn ôl eu cynlluniau, a gytunwch mai dyna'r peth gwaethaf un a allai ddigwydd i'r economi yng Nghymru?

Y Prif Weinidog: Nid oes amheuaeth am hynny. Yr oeddwn yn synnu o glywed yr hyn a ddywedodd David Cameron am Ogledd Iwerddon, oherwydd fy mod o dan yr argraff bod gweinyddiaeth ddatganoledig yno, a Chynulliad Gogledd Iwerddon yn penderfynu ar ei flaenoriaethau ariannu ei hun. Un gair bach a dyna ddiwedd ar holl broses datganoli Gogledd Iwerddon i bob golwg, ond dyna ni. Dyna'n union y byddem wedi'i ddisgwyl gan y Torïaid.

Mae'n bwysig inni sylweddoli bod angen i'r sector preifat dyfu yng Nghymru, a deallwn hynny, ond mae'n bwysig hefyd sylweddoli bod y sector cyhoeddus yn dal yn bwysig fel cyflogwr ac fel darparwr gwasanaethau yng Nghymru. Beth a glywn gan y Ceidwadwyr? Y byddai 40,000 o swyddi'n diflannu yn y sector cyhoeddus yn y flwyddyn gyntaf drwy eu colli'n naturiol a pheidio â llenwi swyddi

Doctors, teachers, policemen—they all work in the public sector. The Conservatives have never outlined or clarified what they would do about those jobs. The next time the head of a school in England retires, we now know that he or she will not be replaced if the Tories are in Government. The next time a consultant in England retires, if the Tories are in power, he or she will not be replaced. That is what they mean by freezing public sector jobs, and we, on this side of the Chamber, do not accept that.

The Leader of the Opposition (Nick Bourne): Good afternoon, First Minister. Allow me to bring you back to reality. You will know that there is a Conservative Government guarantee that the Welsh budget will not be affected in the current year, which Labour has not guaranteed. I hope that you will respond to that by saying how welcome a move it is and that you accept it.

The UK competitiveness index for 2010 was published last week. It is produced by the University of Wales Institute, Cardiff, by respected academics. It found that Wales was now the least competitive nation or region of the United Kingdom, having slipped back from eleventh place out of 12, as it was in 2008, to twelfth out of 12. What is your response to that important document and those serious findings?

The First Minister: First, we have to recognise that we have faced a severe economic crisis at world level. What have we done about that? We have provided ProAct and ReAct. As I have said before here, at least 9,000 people in Wales are in jobs directly because of the action taken by the Welsh Assembly Government; otherwise, they would be on the dole. That is one way in which we have dealt with it. We have the economic summits, which have been widely welcomed by those who represent employees as well as businesses. They have welcomed the approach that we have taken via the economic summits.

gweigion. Meddygon, athrawon, heddlu—maent i gyd yn gweithio yn y sector cyhoeddus. Nid yw'r Ceidwadwyr erioed wedi dweud nac egluro beth y byddent yn ei wneud ynglŷn â'r swyddi hynny. Y tro nesaf y bydd pennaeth ysgol yn Lloegr yn ymddeol, gwyddom yn awr na lenwir ei swydd os bydd y Torïaid yn llywodraethu. Y tro nesaf y bydd ymgynghorydd yn ymddeol yn Lloegr, ni lenwir ei swydd os bydd y Torïaid mewn grym. Dyna maent yn ei olygu wrth rewi swyddi'r sector cyhoeddus ac nid ydym ni, ar yr ochr hon i'r Siambr, yn derbyn hynny.

Arweinydd yr Wrthblaid (Nick Bourne): Prynawn da, Brif Weinidog. Gadewch imi eich tywys yn ôl i realiti. Gwyddoch fod y Ceidwadwyr wedi gwarantu, petaent hwy'n llywodraethu, nad effeithid ar gyllideb Cymru yn y flwyddyn bresennol. Nid yw Llafur wedi gwarantu hynny. Yr wyf yn gobeithio y gwnewch ymateb i hynny drwy ddweud eich bod yn croesawu ac yn derbyn hynny.

Cyhoeddwyd mynegai cystadleurwydd y Deyrnas Unedig ar gyfer 2010 yr wythnos diwethaf. Fe'i cynhyrchir gan Athrofa Prifysgol Cymru, Caerdydd, gan academwyr uchel eu parch. Canfu mai Cymru erbyn hyn yw'r genedl neu'r rhanbarth lleiaf cystadleuol yn y Deyrnas Unedig, a'i bod wedi llithro'n ôl o'r unfed lle ar ddeg o blith 12, fel yr oedd yn 2008, i'r deuddegfed o blith 12. Beth yw eich ymateb i'r ddogfen bwysig honno a'r canfyddiadau difrifol hynny?

Y Prif Weinidog: Yn gyntaf, rhaid inni sylweddoli ein bod wedi wynebu argyfwng economaidd difrifol ar lefel y byd. Beth yr ydym wedi'i wneud ynglŷn â hynny Yr ydym wedi darparu ProAct a ReAct. Fel yr wyf wedi dweud yma o'r blaen, mae o leiaf 9,000 o bobl yng Nghymru mewn gwaith yn uniongyrchol oherwydd y camau a gymerwyd gan Lywodraeth y Cynulliad; fel arall, byddent ar y clwt. Dyna un ffordd yr ydym wedi ymdrin ag ef. Mae gennym yr uwchgynadleddau economaidd, sydd wedi cael eu croesawu'n eang gan y rhai sy'n cynrychioli gweithwyr yn ogystal â chan fusnesau. Maent wedi croesawu'r ffordd yr ydym wedi mynd ati drwy'r uwchgynadleddau economaidd.

Nick mentioned the guarantee given by George Osborne, but he gave that guarantee to Scotland. I have no doubt that there were some frantic phone calls before your press conference on the Tuesday, Nick, at which he gave the guarantee to you. He appears to be saying that the Welsh budget will be the same this year, but the same savings will have to be found next year on top of the savings required for that year. It is, effectively, a suspended sentence and offers nothing to the people of Wales. It shows that, as George Osborne made that semi-commitment to the people of Scotland, he did not bother about Wales until you were on the phone panicking.

Nick Bourne: There was no panic, but I certainly plead guilty to fighting Wales's corner. The point remains that Labour's debt is Labour's debt. It is a suspended sentence. The debt does not disappear, First Minister. It has been run up by your party. It has to be paid back—even you must admit that.

Let us return to the competitiveness index, which shows our relative position. All the United Kingdom is in recession, not just Wales. Therefore, if we are twelfth out of 12 regions and nations and if we have slipped back, we have done so relative to other regions and nations also in recession. The competitiveness index took into account factors such as unemployment, economic activity, pay, research and development expenditure, gross value added, and business start-ups. It is a serious document. I presume that you have read it. What is your response to the fact that we have slipped back relative to other parts of the country that are in recession? Why are we doing worse than other parts of the United Kingdom?

The First Minister: I do not accept that we are. If you look at the gross disposable household income figures, you will see that the gap between Wales and the UK has narrowed. There has not been significant movement, but there has certainly been

Crybwyllodd Nick y warant a roddwyd gan George Osborne, ond i'r Alban y rhoddodd y warant honno. Yr wyf yn siŵr bod sawl galwad ffôn wyllt wedi bod cyn eich cynhadledd i'r wasg ar y dydd Mawrth, Nick, pan roddodd y warant i chi. I bob golwg, mae'n dweud y bydd cyllideb Cymru yr un fath eleni, ond y bydd yn rhaid dod o hyd i'r un arbedion y flwyddyn nesaf ar ben yr arbedion a fydd yn ofynnol y flwyddyn honno. Dedfryd ohiriedig ydyw mewn gwirionedd ac nid yw'n cynnig dim i bobl Cymru. Mae'n dangos nad oedd George Osborne, wrth iddo wneud yr hanner ymrwymiad hwnnw i bobl yr Alban, wedi poeni am Gymru nes ichi ei ffonio mewn panig.

Nick Bourne: Nid oedd panig, ond yr wyf yn sicr yn pledio'n euog o frwydro dros Gymru. Y pwynt o hyd yw mai dyled Llafur yw dyled Llafur. Dedfryd ohiriedig ydyw. Nid yw'r ddyled yn diflannu, Brif Weinidog. Eich plaid chi sy'n gyfrifol am y ddyled. Rhaid ei had-dalu—rhaid i chithau hyd yn oed gyfaddef hynny.

Gadewch inni ddychwelyd at y mynegai cystadleurwydd sy'n dangos ein sefyllfa gymharol. Mae'r Deyrnas Unedig i gyd mewn dirwasgiad, nid dim ond Cymru. Felly, os mai deudddgfed ydym o blith 12 rhanbarth a chenedl, ac os ydym wedi llithro'n ôl, yr ydym wedi gwneud hynny o safbwynt cymharol â rhanbarthau a chenhedloedd eraill sydd hefyd mewn dirwasgiad. Yn y mynegai cystadleurwydd, ystyriwyd ffactorau megis diweithdra, gweithgarwch economaidd, cyflogau, ymchwil a datblygu, gwariant, gwerth ychwanegol crynswth a busnesau'n cychwyn. Mae'n ddogfen ddifrifol. Cymeraf eich bod wedi'i darllen. Beth yw eich ymateb i'r ffaith ein bod wedi llithro'n ôl o'n cymharu â rhannau eraill o'r wlad sydd mewn dirwasgiad? Pam yr ydym yn gwneud yn waeth na rhannau eraill o'r Deyrnas Unedig?

Y Prif Weinidog: Nid wyf yn derbyn ein bod. Os edrychwch ar ffigurau incwm aelwydydd crynswth i'w wario, gwelwch fod y bwlch rhwng Cymru a'r Deyrnas Unedig wedi cau. Nid oes newid sylweddol wedi bod, ond yn sicr mae newid wedi bod i'r

movement in the right direction. Let me just see whether I understand this properly. A second ago, you told the Chamber that Wales's budget would be protected this year, but then you said that the money would have to be paid back. Which is it? It is one or the other. You cannot say on the one hand that Wales's budget would be protected, and then, on the other, that of course the money will have to be paid back. The reality is that there is no protection for the Welsh budget, for the people of Wales, or for all those who work in public services and who deliver so much for the people of Wales. That is why it is so important that we have clarity, to understand your policies. Now it seems as though you are not looking to protect the Welsh budget at all, and that, in your own words, the money will have to be paid back.

Nick Bourne: It is a debt, First Minister, and I presume that you understand what a debt is. Your Deputy First Minister said that, whoever wins the election, he confidently expects that there will be a £3 billion cut in the Welsh budget. There will not be such a cut under the Conservatives, because the guarantee has been given that there will be no cuts in year 1. The Deputy First Minister recognises that debts have to be paid back. If you seriously do not understand that, you are at odds with your own party's Prime Minister and Chancellor of the Exchequer at Westminster. It is a very fundamental point: there is a debt that has been run up that has to be paid back over time. I hope that you will accept that. That was the simple point that was being made. If you do not think that that debt is going to be paid back, I must point out that it would start a serious run on the currency if the Prime Minister or the Chancellor were to say anything quite so idiotic as, 'The debt does not have to be paid back.'

I will now move on to another serious issue, which is the Hargreaves review. It was commissioned by the Welsh Assembly Government, so presumably it was something that it wanted, and it was published at the end of last month. It finds, in relation to the creative industries, that business support structures are poor and that the Welsh Assembly Government lacks understanding of the sector and has yet to establish a

cyfeiriad iawn. Gadewch imi weld a wyf yn deall hyn yn iawn. Eiliad yn ôl, dywedasoeh wrth y Siambr y byddai cyllideb Cymru'n cael ei gwarchod eleni, ond wedyn, dywedasoeh y byddai'n rhaid talu'r arian yn ôl. Pa un sy'n wir? Ai'r naill ynteu'r llall? Ni allwch ddweud ar y naill law y byddai cyllideb Cymru'n cael ei gwarchod, ac wedyn ar y llall, y bydd yn rhaid talu'r arian yn ôl wrth gwrs. Y gwirionedd yw nad oes gwarchodaeth i gyllideb Cymru, i bobl Cymru, nac i neb sy'n gweithio i'r gwasanaethau cyhoeddus ac sy'n cyflawni cymaint dros bobl Cymru. Dyna pam y mae mor bwysig inni gael eglurder, i ddeall eich polisiau. Mae'n ymddangos yn awr nad ydych yn bwriadu gwarchod cyllideb Cymru o gwbl, ac, yn eich geiriau'ch hun, y bydd yn rhaid talu'r arian yn ôl.

Nick Bourne: Dyled ydyw, Brif Weinidog, a chymeraf eich bod yn deall beth yw dyled. Dywedodd eich Dirprwy Brif Weinidog, pwy bynnag a fydd yn ennill yr etholiad, ei fod yn llwyr ddisgwyl gweld cyllideb Cymru'n cael ei thocio £3 biliwn. Ni fydd toriad o'r fath o dan y Ceidwadwyr, oherwydd rhoddwyd gwarant na fydd dim toriadau yn y flwyddyn gyntaf. Mae'r Dirprwy Brif Weinidog yn sylweddoli bod yn rhaid ad-dalu dyledion. Os nad ydych yn deall hynny o ddifrif, yr ydych yn tynnu'n groes i Brif Weinidog eich plaid chi'ch hun a Changhellor y Trysorlys yn San Steffan. Mae'n bwynt sylfaenol iawn: mae dyled wedi cronni y mae'n rhaid ei had-dalu dros gyfnod. Yr wyf yn gobeithio y derbyniwch hynny. Dyna'r pwynt syml yr oeddwn yn ei wneud. Oni chredwch fod y ddyled honno'n mynd i gael ei had-dalu, rhaid imi dynnu eich sylw at y ffaith y byddai ein harian cyfred mewn perygl difrifol petai'r Prif Weinidog neu'r Canghellor yn dweud rhywbeth mor wirion â, 'Nid oes yn rhaid ad-dalu'r ddyled.'

Symudaf yn awr at fater difrifol arall, sef adolygiad Hargreaves. Fe'i comisiynwyd gan Lywodraeth y Cynulliad, felly cymeraf ei fod yn rhywbeth yr oedd am ei gael, ac fe'i cyhoeddwyd ddiwedd y mis diwethaf. Mae'n canfod, yng nghyswllt y diwydiannau creadigol, fod y strwythurau ar gyfer cynorthwyo busnesau'n wael a bod dealltwriaeth Llywodraeth y Cynulliad o'r sector yn ddiffygiol ac nad yw eto wedi

sufficiently coherent strategy in relation to the creative industries. What is your response to that important document, bearing in mind the £0.5 billion contributed by the creative industries to the Welsh economy every year? I am sure that you regard that as important as I do.

The First Minister: I will deal with that point, but, first, I have to come back to you on the point that you made earlier about debt. We all know that debt has to be paid back: of course it does. We all understand that. What we do not do is to make wild promises, such as saying that the Welsh budget will be protected in the first year when there will be double cuts in the following year. That is not being clear with the people of Wales, but that is exactly what you said. To suggest that, somehow, the Welsh budget will be protected in this financial year but will be hit twice in the following year, is not being straight with the people of Wales, and that is exactly what your policy is—we have heard it outlined here today.

On the Hargreaves review, you are right to say that the creative industries are important in Wales. We commissioned the review in order to ask difficult questions and to find out what we might do to improve the situation as a Government. We do not fear reviews that suggest that we need to do more—that is why we have reviews in the first place—and we will respond to that review in due course. However, it is right to say that the creative industries have prospered in Wales over the last few years. We have *Doctor Who*, of course, which has brought many millions of pounds into Wales with its production being undertaken here. There are other productions that we hope will be brought to Wales and there is a proposal for a digital village or a broadcast village to be built not far from the Chamber that we are sitting in now. All of that shows that the creative industries are in good heart and spirit in Wales and in commissioning the Hargreaves review we wanted to make sure that we were doing as much we could in order to help and support them.

sefydlu strategaeth ddigon cydlynol ar gyfer y diwydiannau creadigol. Beth yw eich ymateb i'r ddogfen bwysig honno, a chofio bod y diwydiannau creadigol yn cyfrannu £0.5 biliwn i economi Cymru bob blwyddyn? Yr wyf yn siŵr eich bod yn rhoi cymaint o bwys ar hynny ag yr wyf fi.

Y Prif Weinidog: Atebaf y pwynt hwnnw, ond, yn gyntaf, rhaid imi ddychwelyd at y pwynt a wnaethoch yn gynharach am ddyled. Gwyddom i gyd fod yn rhaid ad-dalu dyled: wrth gwrs bod. Yr ydym i gyd yn deall hynny. Yr hyn nad ydym yn ei wneud yw addewidion byrbwyll, megis dweud y gwarchodir cyllideb Cymru yn y flwyddyn gyntaf pan fydd y toriadau'n rhai dwbl yn y flwyddyn ganlynol. Mae hynny'n golygu nad ydych yn rhoi darlun clir i bobl Cymru, ond dyna'n union a ddywedaso. Drwy awgrymu, rywsut, y caiff cyllideb Cymru ei gwarchod yn y flwyddyn ariannol hon, ond y caiff ei tharo ddwywaith yn y flwyddyn ganlynol, nid ydych yn gwbl onest gyda phobl Cymru, a dyna'n union yw eich polisi—yr ydym wedi'ch clywed yn dweud hynny yma heddiw.

O ran adolygiad Hargreaves, yr ydych yn llygad eich lle'n dweud bod y diwydiannau creadigol yn bwysig yng Nghymru. Comisiynwyd yr adolygiad gennym er mwyn gofyn cwestiynau anodd a chael gwybod beth y gallem ni'r Llywodraeth ei wneud i wella'r sefyllfa. Nid yw adolygiadau sy'n awgrymu bod angen inni wneud rhagor yn codi ofn arnom—dyna pam y byddwn yn cynnal adolygiadau yn y lle cyntaf—a byddwn yn ymateb i'r adolygiad hwnnw maes o law. Fodd bynnag, mae'n iawn dweud bod y diwydiannau creadigol wedi ffynnu yng Nghymru yn ystod y blynyddoedd diwethaf. Mae gennym *Doctor Who*, wrth gwrs, sydd wedi dod â miliynau lawer o bunnau i Gymru wrth i'r gyfres gael ei chynhyrchu yma. Mae cynrychiadau eraill yr ydym yn gobeithio y byddant yn dod i Gymru ac mae cynllun i godi pentref digidol neu bentref darlledu nid nepell o'r Siambr yr ydym yn eistedd ynddi yn awr. Mae hynny i gyd yn dangos bod y diwydiannau creadigol yn llawn asbri ac ysbryd yng Nghymru ac wrth gomisiynu adolygiad Hargreaves yr oeddem am sicrhau ein bod yn gwneud cymaint ag y gallem i'w cynorthwyo a'u cefnogi.

Chris Franks: First Minister, what discussions have you had with partners regarding the regeneration of our town centres, which are vital to an improvement in the Welsh economy? Would you agree that we should create a level playing field for large out-of-town supermarkets and the small traders and shopkeepers on the high street in our town centres? I am particularly concerned about the lack of progress regarding the redevelopment of Pontypridd town centre and the town centres in many of our other Valleys communities. The awarding of regeneration status to Barry, by Jocelyn Davies, is to be warmly welcomed. Will you provide an update on that project, please?

The First Minister: As you will be aware, Barry has been made a regeneration area. We are looking to invest a significant amount of money over the next three years in order to regenerate the town centre, to improve the linkages with the waterfront and to support housing renewal work. It is certainly something that was fought for, for many years, by my colleague, Jane Hutt.

In terms of getting the balance right between supermarkets and town centres, you are right that it is an important issue. Retail impact assessments should be carried out by local planning authorities during the course of their consideration of a planning application for a large store. There is no doubt that, in many parts of Wales, the appearance of large out-of-town shopping centres has had a detrimental effect on town centres, yet there are other examples in Wales where the opposite is true. I have been in Carmarthen several times in the past fortnight and the development of a new shopping centre in the town centre is clearly something that will benefit that town centre, rather than sucking trade out of it. However, I would expect local planning authorities to conduct robust retail impact assessments during their consideration of large out-of-town shopping developments.

The Leader of the Welsh Liberal Democrats (Kirsty Williams): First Minister, the unemployment rate in Wales

Chris Franks: Brif Weinidog, pa drafodaethau yr ydych wedi'u cael gyda phartneriaid ynglŷn ag adfywio canol ein trefi, sy'n hollbwysig er mwyn gwella economi Cymru? A fydddech yn cytuno y dylem sicrhau bod yr amodau yr un fath i archfarchnadoedd mawr y tu allan i'r trefi ac i'r masnachwyr a'r siopwyr bach ar stryd fawr canol ein trefi? Yr wyf yn poeni'n arbennig am y diffyg cynnydd gydag ailddatblygu canol tref Pontypridd a chanol trefi llawer o'n cymunedau eraill yn y Cymoedd. Mae rhoi statws adfywio i'r Barri, gan Jocelyn Davies, yn rhywbeth sydd i'w groesawu'n gynnes. A wnewch ddweud beth yw'r sefyllfa ddiweddaraf o ran y prosiect hwnnw, os gwelwch yn dda?

Y Prif Weinidog: Fel y gwyddoch, mae'r Barri wedi cael ei gwneud yn ardal adfywio. Yr ydym yn bwriadu buddsoddi swm sylweddol dros y tair blynedd nesaf i adfywio canol y dref, i wella'r cysylltiadau â glan y môr ac i gynorthwyo gyda gwaith adnewyddu tai. Mae'n sicr yn rhywbeth y bu fy nghyd-Aelod, Jane Hutt, yn brwydro drosto am flynyddoedd.

O ran sicrhau'r cydbwysedd iawn rhwng archfarchnadoedd a chanol trefi, yr ydych yn llygad eich lle'n dweud ei bod yn ystyriaeth bwysig. Dylai awdurdodau cynllunio lleol gynnal asesiadau effaith ar fanwerthu wrth iddynt ystyried cais cynllunio am siop fawr. Nid oes amheuaeth nad yw ymddangosiad canolfannau siopau mawr y tu allan i drefi wedi cael effaith niweidiol ar ganol trefi mewn sawl rhan o Gymru. Eto i gyd, ceir enghreifftiau eraill yng Nghymru lle y mae'r gwrthwyneb yn wir. Yr wyf wedi bod yng Nghaerfyrddin sawl tro yn ystod y pythefnos diwethaf ac mae datblygu canolfan siopa newydd yng nghanol y dref honno'n amlwg yn rhywbeth a fydd o fudd i ganol y dref honno, yn hytrach na'i bod yn sugno masnach ohoni. Fodd bynnag, byddwn yn disgwyl i awdurdodau cynllunio lleol gynnal asesiadau effaith trwyadl ar fanwerthu wrth iddynt ystyried datblygiadau siopa mawr y tu allan i drefi.

Arweinydd Democratiaid Rhyddfrydol Cymru (Kirsty Williams): Brif Weinidog, cododd cyfradd diweithdra 9.2 y cant yng

over the three months before February rose to 9.2 per cent, which is higher than that in any other nation in the UK. What analysis has your Government undertaken? Despite your interventions to support the economy, it seems that Welsh workers continue to suffer disproportionately compared to the rest of the United Kingdom.

2.00 p.m.

The First Minister: We have put in place a robust system to help people, without which things would have been significantly worse. I have talked about ProAct and ReAct, and about the economic summits and Flexible Support for Business. All that has been welcomed by the business community. Nevertheless, we have had some disappointing news, including the news about Bosch, although it is not the only example—Welsh Country Foods is another. We had to handle the job losses that occurred as a result of the closure of those manufacturing plants, but that does not mean that we should not build for the future. As I have said, we need to promote skills more and ensure competitive advantages to attract investment to Wales. Nevertheless, when there are large-scale job losses—and we have seen some over the past year or so in Wales—it is more difficult to do that.

Kirsty Williams: The figure of 133,000 people unemployed in Wales demonstrates that we face a significant challenge, and for every job that you have saved under ProAct, another has been lost in the three months up until February. I would be grateful to know, therefore, what new strategies we can expect to see from your Government to address this situation. If the current trend in unemployment figures continues, many more thousands of jobs will be lost in the coming months.

The First Minister: I should point out that the claimant count in Wales has fallen by 2,000 for the fourth month out of five. It is important that we realise that things have been difficult—there is no question about it—over the past two years, but they are now beginning to improve. I do not recognise the

Nghymru yn ystod y tri mis cyn mis Chwefror. Mae hynny'n uwch nag mewn unrhyw wlad arall yn y Deyrnas Unedig. Pa ddadansoddiad y mae eich Llywodraeth wedi'i wneud? Er ichi ymyrryd i gynorthwyo'r economi, mae'n ymddangos bod gweithwyr Cymru'n dal i ddiodeff yn waeth o'u cymharu â gweddill y Deyrnas Unedig.

Y Prif Weinidog: Yr ydym wedi sefydlu trefn gadarn i gynorthwyo pobl. Hebdi buasai pethau dipyn yn waeth. Yr wyf wedi sôn am ProAct a ReAct, ac am yr uwchgynadleddau economaidd a'r Cymorth Hyblyg i Fusnes. Mae'r gymuned fusnes wedi croesawu hynny i gyd. Serch hynny, yr ydym wedi cael rhywfaint o newyddion siomedig, gan gynnwys y newyddion am Bosch, er nad honno yw'r unig enghraifft—un arall yw Welsh Country Foods. Bu'n rhaid inni ymdrin â'r colli swyddi yn sgîl cau'r ffatrïoedd gweithgynhyrchu hynny, ond nid yw hynny'n golygu na ddylem adeiladu ar gyfer y dyfodol. Fel yr wyf wedi dweud, mae angen inni hyrwyddo sgiliau rhagor a sicrhau manteision cystadleuol er mwyn denu buddsoddiadau i Gymru. Wedi dweud hynny, pan gollir swyddi ar raddfa fawr—ac yr ydym wedi gweld hynny yn ystod y flwyddyn neu ddwy ddiwethaf yng Nghymru—mae'n anos gwneud hynny.

Kirsty Williams: Mae'r ffigur o 133,000 o bobl yn ddi-waith yng Nghymru yn dangos ein bod yn wynebu her sylweddol, ac am bob swydd yr ydych wedi'i hachub o dan ProAct, mae un arall wedi'i cholli yn y tri mis hyd at fis Chwefror. Byddai'n dda gennyf gael gwybod, felly, pa strategaethau newydd y gallwn ddisgwyl eu gweld gan eich Llywodraeth i fynd i'r afael â'r sefyllfa hon. Os bydd y duedd bresennol yn y ffigurau diweithdra'n parhau, collir miloedd lawer o swyddi eto yn y misoedd nesaf.

Y Prif Weinidog: Dylwn dynnu eich sylw at y ffaith bod nifer yr hawlwyd yng Nghymru wedi gostwng 2,000 am y pedwerydd mis mewn pump. Mae'n bwysig inni sylweddoli bod pethau wedi bod yn anodd—nid oes dwywaith am hynny—yn ystod y ddwy flynedd ddiwethaf, ond mae pethau'n dechrau

figure of 133,000 unemployed, but I agree that unemployment needs to be brought down. The difference between us and the party opposite is that we see this as a priority; we see it as something that touches communities and individuals, and it is something that we will always work hard to deal with. What are we doing next? Well, the next phase will be the development of Skills Growth Wales as a successor scheme to those that we put in place during the recession. That will continue to assist individuals and businesses, as will the economic renewal programme, which will chart the way ahead for the Welsh economy.

Kirsty Williams: You are right, it was welcome to see the claimant count fall overall in Wales. However, I am sure that you will agree that 12 of the 22 counties in Wales saw a rise in that count. There is a mixed picture, depending on where you live in Wales, with the biggest increases coming in our capital and on Anglesey. You talk about the new document and strategy that will be coming forward from your Government; given the seriousness of the situation, could they in any way be brought forward and published at an earlier date? My understanding is that the Government does not intend to publish until well into the autumn, but Welsh industry and Welsh workers need help now. Could your Government not bring that document forward?

The First Minister: We are looking at a range of options, which will be discussed at the economic summit in May. It is important that the economic summits continue in their present form, because they have been useful in establishing the views of businesses, trade unions and all those interested in rebuilding the Welsh economy. The economic renewal programme will come to the end of its consultative phase in May. Clearly, we have to bear that consultation in mind, and the recommendations will be announced in July, when we will be in a position to chart the way ahead, with implementation to follow in September.

gwella yn awr. Nid wyf yn derbyn bod 133,000 yn ddi-waith, ond yr wyf yn cytuno bod angen gostwng diweithdra. Y gwahaniaeth rhyngom ni a'r blaid gyferbyn yw ein bod yn ystyried hyn yn flaenoriaeth; yr ydym yn ei weld yn rhywbeth sy'n effeithio ar gymunedau ac ar unigolion ac mae'n rhywbeth y byddwn yn wastad yn gweithio'n galed i ddelio ag ef. Beth yr ydym yn ei wneud nesaf? Wel, y cam nesaf fydd datblygu Sgiliau Twf Cymru i olynu'r cynlluniau hynny a sefydlwyd yn ystod y dirwasgiad. Bydd hwnnw'n parhau i gynorthwyo unigolion a busnesau, fel y bydd rhaglen adnewyddu'r economi, a fydd yn gosod y trywydd ar gyfer economi Cymru.

Kirsty Williams: Yr ydych yn iawn, yr oedd yn dda gweld nifer yr hawlwyd yn gostwng yn gyffredinol. Serch hynny, yr wyf yn siŵr y cytunwch fod 12 o 22 sir Cymru wedi gweld y cyfrif hwnnw'n cynyddu. Mae'r darlun yn un cymysg, a dibynnu ymhle yr ydych yn byw yng Nghymru, ac yn ein prifddinas ac ar Ynys Môn y gwelwyd y cynnydd mwyaf. Yr ydych yn sôn am y ddogfen a'r strategaeth newydd a gyflwynir gan eich Llywodraeth; o gofio difrifoldeb y sefyllfa, a fyddai modd eu dwyn ymlaen o gwbl a'u cyhoeddi'n gynharach? Yn ôl a ddeallaf, nid yw'r Llywodraeth yn bwriadu eu cyhoeddi tan ganol yr hydref, ond mae angen cymorth ar ddiwydiant Cymru ac ar weithwyr Cymru yn awr. Oni allai'ch Llywodraeth gyhoeddi'r ddogfen honno'n gynharach?

Y Prif Weinidog: Yr ydym yn edrych ar sawl opsiwn, ac fe'u trafodir yn yr uwchgynhadledd economaidd ym mis Mai. Mae'n bwysig i'r uwchgynadledau economaidd barhau ar eu ffurf bresennol, oherwydd y maent wedi bod yn fuddiol er mwyn cael gwybod beth yw barn busnesau, undebau llafur a phawb a chanddo ddi-ddordeb mewn ailadeiladu economi Cymru. Daw rhaglen adfywio'r economi i ddiwedd ei chyfnod ymgynghori ym mis Mai. Mae'n amlwg bod yn rhaid inni ystyried yr ymgynghori hwnnw, a chyhoeddir yr argymhellion ym mis Gorffennaf. Bryd hynny, byddwn mewn sefyllfa i osod y trywydd ar gyfer y dyfodol, a rhoi pethau ar waith wedyn ym mis Medi.

Devolved Administrations

Q5 Brian Gibbons: What links does the Welsh Assembly Government have with the other devolved administrations in the UK? OAQ(3)2801(FM)

The First Minister: We work closely with the other devolved administrations, on specific policy topics and through inter-governmental fora like the Joint Ministerial Committee and the British-Irish Council.

Brian Gibbons: Would you agree that devolution has been a great success and that it is one of the great legacies of the change of Government in 1997? Not only has devolution allowed better governance, it has made a real difference for people, and not just in the devolved administrations, but across the United Kingdom. One of the ways in which that has been possible has been through links between the various devolved administrations as they innovate policy. Examples would be the smoking ban and getting rid of the internal market, and our success in introducing free prescriptions has been looked at in other parts of the United Kingdom. These are the real successes in which the United Kingdom is much better off being a united kingdom, with the devolved administrations working and innovating together.

The First Minister: You are right, Brian. It is important that all administrations in the UK pick up on the good practice in other areas of the UK. We certainly seek to do that with Scotland, Northern Ireland and England, too. One area, for example, that we have been looking at carefully is the issue of minimum pricing on alcohol. Licensing is not a devolved matter, which is an anomaly because it was a Home Office function; it has never been devolved as a result of that. I can tell you that the Minister for Health and Social Services will be making an important statement on alcohol pricing policy later this afternoon.

Andrew R.T. Davies: Figures released this

Gweinyddiaethau Datganoledig

C5 Brian Gibbons: Pa gysylltiadau sydd gan Lywodraeth Cynulliad Cymru â'r gweinyddiaethau datganoledig eraill yn y DU? OAQ(3)2801(FM)

Y Prif Weinidog: Byddwn yn gweithio'n glôs gyda'r gweinyddiaethau datganoledig eraill, ar bynciau polisi penodol a thrwy ffora rhynglywodraethol megis Cydbwyllgor y Gweinidogion a'r Cyngor Prydeinig-Gwyddelig.

Brian Gibbons: A gytunech fod datganoli wedi bod yn llwyddiant mawr ac mai dyma un o waddolion mawr newid y Llywodraeth yn 1997? Nid yn unig mae datganoli wedi caniatáu gwell llywodraethu, mae hefyd wedi gwneud gwahaniaeth go iawn i bobl, ac nid dim ond yn y gweinyddiaethau datganoledig, ond ledled y Deyrnas Unedig. Un ffordd y mae hynny wedi bod yn bosibl fu drwy'r cysylltiadau rhwng y gwahanol weinyddiaethau datganoledig wrth iddynt greu polisiau arloesol. Rhai enghreifftiau fyddai'r gwaharddiad ar ysmegu a chael gwared ar y farchnad fewnol, ac mae ein llwyddiant i gyflwyno presgripsiynau am ddim wedi cael ei ystyried mewn rhannau eraill o'r Deyrnas Unedig. Dyma'r gwir lwyddiannau lle y mae'n well o lawer i'r Deyrnas Unedig fod yn deyrnas unedig gyda'r gweinyddiaethau datganoledig yn gweithio ac yn arloesi gyda'i gilydd.

Y Prif Weinidog: Yr ydych yn llygad eich lle, Brian. Mae'n bwysig i bob gweinyddiaeth yn y Deyrnas Unedig roi sylw i'r arferion da mewn ardaloedd eraill yn y Deyrnas Unedig. Yn sicr, yr ydym yn ceisio gwneud hynny gyda'r Alban, Gogledd Iwerddon a Lloegr hefyd. Un maes yr ydym wedi bod yn ei ystyried yn ofalus, er enghraifft, yw pennu isafswm pris ar gyfer alcohol. Nid yw trwyddedu'n fater sydd wedi'i ddatganoli, ac mae hynny wedi'i eithrio oherwydd ei fod yn un o swyddogaethau'r Swyddfa Gartref; nid yw wedi'i ddatganoli byth oherwydd hynny. Gallaf ddweud wrthy ch y bydd y Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol yn rhoi datganiad pwysig am bolisi prisio alcohol yn ddiweddarach y prynhawn yma.

Andrew R.T. Davies: Dengys ffigurau a

morning indicate that the swine flu preparations and preventative measures cost the Welsh Assembly Government £35 million. What action will you be taking, when you talk to your colleagues in devolved areas of the United Kingdom, to ensure better collaboration in future outbreaks and to learn best practice? I understand that the Welsh Assembly Government has an independent inquiry considering its reaction to the outbreak. We all applaud the many fast responses that occurred in Wales, but when there is an outbreak that happens across borders, it is important that the component parts of the country work together to synergise efforts and use the economy of scale to ensure that people are best protected. What endeavours will you be undertaking when meeting ministerial colleagues from other devolved areas, so that we have that understanding should future outbreaks occur?

The First Minister: We will always seek to do that. When a situation such as the swine flu outbreak arises, to use the example that you gave, it is important that to have a wash-up process, if I can put it that way, to identify areas where things may be done differently in the future. That is all part of the learning process. There will inevitably be a great deal of overlap between the policies that are in place for an outbreak such as swine flu across all UK administrations, and there will be differences of approach. You mentioned economies of scale; we want to ensure that the purchasing of a particular drug that is required to treat an illness that arrives on these shores is done at as wide a level as possible to achieve those economies of scale.

I welcome your comments on the swine flu epidemic and the way it was dealt with. We will be looking carefully at what lessons can be learned from the swine flu epidemic and at whether there is any scope to working closely with our colleagues elsewhere in the UK.

Helen Mary Jones: I am sure that you will agree, First Minister, that one aspect in which

ryddhawyd y bore yma fod y paratodau a'r mesurau ataliol rhag ffliw moch wedi costio £35 miliwn i Lywodraeth y Cynulliad. Pa gamau y byddwch yn eu cymryd, wrth ichi siarad â'ch cyd-Weinidogion yn ardaloedd datganoledig y Deyrnas Unedig, i sicrhau gwell cydweithredu pan fydd achosion yn codi yn y dyfodol ac i ddysgu ynglŷn â'r arferion gorau? Caf ar ddeall fod Llywodraeth y Cynulliad yn cynnal ymchwiliad annibynnol i ystyried ei hymateb i'r achosion. Yr ydym i gyd yn cymeradwyo'r llu o ymatebion cyflym a gafwyd yng Nghymru, ond pan fydd achosion yn digwydd sy'n lledu ar draws ffiniau, mae'n bwysig i wahanol elfennau'r wlad gydweithio i gydgordio'u hymdrechion a defnyddio arbedion maint er mwyn sicrhau bod pobl yn cael y warchodaeth orau. Pa ymdrechion a wnewch wrth gyfarfod â'ch cyd-Weinidogion o ardaloedd datganoledig eraill, er mwyn inni sicrhau'r ddealltwriaeth honno petai achosion eraill yn digwydd yn y dyfodol?

Y Prif Weinidog: Byddwn yn wastad yn ceisio gwneud hynny. Pan fydd sefyllfa megis yr achosion o ffliw moch yn codi, a defnyddio'r enghraifft a roesoch, mae'n bwysig ichi gael proses pwysu a mesur, os caf ei gyfleu felly, i weld ym mha feysydd y gellid gwneud pethau'n wahanol yn y dyfodol. Mae hynny i gyd yn rhan o'r broses o ddysgu. Mae'n anochel y bydd llawer o orgyffwrdd rhwng y polisïau sydd ar waith ar gyfer achosion megis ffliw moch ar draws holl weinyddiaethau'r Deyrnas Unedig, a byddant yn mynd ati mewn gwahanol ffordd. Soniasoch am arbedion maint; yr ydym am sicrhau bod cyffur penodol sy'n angenrheidiol er mwyn trin salwch sy'n cyrraedd y glannau hyn yn cael ei brynu ar lefel mor eang ag sy'n bosibl er mwyn sicrhau'r arbedion maint hynny.

Yr wyf yn croesawu'ch sylwadau am yr epidemig ffliw moch a'r ffordd yr ymdriniwyd ag ef. Byddwn yn edrych yn ofalus ar y gwersi y gellir eu dysgu yn sgîl yr epidemig ffliw moch ac a oes lle o gwbl inni weithio'n glôs gyda'n cyd-Weinidogion mewn manau eraill yn y Deyrnas Unedig.

Helen Mary Jones: Yr wyf yn siŵr y cytunwch, Brif Weinidog, mai un agwedd lle

it is important that we have co-operation between the devolved administrations and the UK Government is in ensuring that it is possible for those of our colleagues who are Westminster Members of Parliament to make, where appropriate, representations on behalf of individual constituents on devolved matters, such as health. I know that it is the practice of your Government to respond to those kinds of approaches from MPs.

Do you also agree that it is important to have that as a reciprocal right? You will be aware that there was an agreement with the Home Office, so that, barring matters of policy, Members of this Assembly, Members of the Scottish Parliament and Members of the Northern Ireland Assembly could make representations on issues such as asylum and immigration on behalf of individuals. I have dealt with several constituency cases recently where officials have refused to respond to my correspondence. Carl Sargeant is aware of that. Are you prepared to undertake to discuss these issues with your colleagues in Scotland and Northern Ireland to find out whether this is common to devolved administrations or whether Members of this Assembly are being singled out—I am aware that Assembly Members of other parties have experienced similar difficulties—with a view to ensure mutual respect, so that the reciprocal right to make representations on behalf of individuals is restored?

The First Minister: As you rightly point out, we do respond to correspondence from Members of Parliament, as I believe we should. I believe strongly that there should be reciprocation. I have had cause, as, I am sure, have many in this Chamber, to write on occasion on non-devolved issues. There are sometimes good reasons for that—for instance, there may be issues to do with a particular set of circumstances, in which a Member has been dealing with a devolved area, and then something else arises from it. Like many other Assembly Members, I am sure that we are already overwhelmed by constituency work in devolved areas, but there may well be occasions when non-devolved issues are taken up. I am sure that Members in this Chamber do not go looking for non-devolved work, given the work that is already there. However, where Members

y mae'n bwysig cael cydweithredu rhwng y gweinyddiaethau datganoledig a Llywodraeth y Deyrnas Unedig yw sicrhau bod modd i'n cyd-Aelodau sy'n Aelodau Seneddol yn San Steffan gyflwyno sylwadau ar ran etholwyr unigol ar faterion datganoledig, megis iechyd, lle y bo hynny'n briodol. Gwn mai arfer eich Llywodraeth yw ymateb i'r mathau hynny o sylwadau gan ASau.

A ydych hefyd yn cytuno ei bod yn bwysig bod yr hawl honno'n hawl ddwyffordd? Gwyddoch fod cytundeb â'r Swyddfa Gartref y gallai Aelodau'r Cynulliad hwn, Aelodau Senedd yr Alban ac Aelodau Cynulliad Gogledd Iwerddon gyflwyno sylwadau ar faterion megis lloches a mewnfudo ar ran unigolion, ac eithrio yng nghyswllt materion polisi. Yr wyf wedi ymdrin â sawl achos yn fy etholaeth yn ddiweddar lle y mae swyddogion wedi gwrthod ymateb i'm gohebiaeth. Mae Carl Sargeant yn ymwybodol o hynny. A ydych yn barod i addo trafod y materion hyn gyda'ch cyd-Weinidogion yn yr Alban ac yng Ngogledd Iwerddon i gael gwybod a yw hyn yn beth cyffredin i'r gweinyddiaethau datganoledig ynteu a yw Aelodau'r Cynulliad hwn yn cael eu trin yn wahanol—gwn fod Aelodau o bleidiau eraill yn y Cynulliad wedi cael anawsterau tebyg—gyda golwg ar sicrhau parch y naill ochr at y llall, er mwyn adfer hawl y naill a'r llall i gyflwyno sylwadau ar ran unigolion?

Y Prif Weinidog: Yr ydych yn llygad eich lle'n dweud ein bod yn ymateb i ohebiaeth gan Aelodau Seneddol, a chredaf y dylem wneud hynny. Credaf yn gryf y dylid cael trefn ddwy ffordd. Yr wyf fi, fel sawl un arall yn y Siambr hon yr wyf yn siŵr, wedi gorfod ysgrifennu am faterion sydd heb eu datganoli ambell dro. Mae rhesymau da dros hynny weithiau—er enghraifft, efallai fod materion yn codi ynglŷn â set arbennig o amgylchiadau, lle y bydd Aelod wedi bod yn ymdrin â maes sydd wedi'i ddatganoli, ac wedyn fod rhywbeth arall yn codi yn ei sgîl. Fel llawer Aelod arall yn y Cynulliad, yr wyf yn siŵr ein bod eisoes yn bodd i dan waith etholaeth mewn meysydd sydd wedi'u datganoli, ond gall sefyllfaoedd godi'n aml pan ymgymerir â materion sydd heb eu datganoli. Yr wyf yn siŵr nad yw Aelodau yn y Siambr hon yn mynd ati i chwilio am waith

do write to UK Government departments, I expect those departments to respond properly.

sydd heb ei ddatganoli, o gofio'r gwaith sydd gennym eisoes. Fodd bynnag, os bydd Aelodau'n ysgrifennu at adrannau Llywodraeth y Deyrnas Unedig, yr wyf yn disgwyl i'r adrannau hynny ymateb yn briodol.

2.10 p.m.

Public Transport

Q6 Irene James: Will the First Minister make a statement on what the Welsh Assembly Government is doing to improve public transport in Wales? OAQ(3)2803(FM)

The First Minister: Our priorities for improving public transport are set out in the national transport plan, which was launched on 31 March. The priorities include improving local bus and rail services, developing sustainable travel towns, taking forward the TrawsCambria network, and introducing a Welsh entitlement card, among a number of other suggestions also included in the plan.

Irene James: Thank you for that response, First Minister. Public transport in Islwyn was given a huge boost by the opening of the Ebbw valley rail line. The reopening of the line, after over 40 years, shows Labour's commitment to the people of Islwyn. I take this opportunity to thank former Minister for transport, Andrew Davies, for his part in it. Do you agree, First Minister, that the next step should be to provide a twice-hourly service, particularly as the bus link to Cardiff, which runs through my constituency, has been savagely cut over the last six months?

The First Minister: It is important to acknowledge the great success of the opening of the Ebbw valley line. I have been on the train myself. It is something that is well used, as is the Vale of Glamorgan railway, which has been well used not just by people travelling eastbound, but by many people coming westbound from Llantwit Major and Bridgend. That was perhaps not foreseen at the time, but it is something that has been most welcome. It is important to realise that,

Trafnidiaeth Gyhoeddus

C6 Irene James: A wnaiff y Prif Weinidog ddatganiad am yr hyn y mae Llywodraeth Cynulliad Cymru yn ei wneud i wella trafndiaeth gyhoeddus yng Nghymru? OAQ(3)2803(FM)

Y Prif Weinidog: Mae ein blaenoriaethau ar gyfer gwella trafndiaeth gyhoeddus i'w gweld yn y cynllun trafndiaeth cenedlaethol a lansiwyd ar 31 Mawrth. Mae'r blaenoriaethau'n cynnwys gwella gwasanaethau bysiau a threnau lleol, datblygu trefi teithio cynaliadwy, bwrw ymlaen â rhwydwaith TrawsCambria, a chyflwyno cerdyn hawl i Gymru, ymhlith nifer o awgrymiadau eraill sydd hefyd wedi'u cynnwys yn y cynllun.

Irene James: Diolch ichi am yr ymateb hwnnw, Brif Weinidog. Rhoddwyd hwb enfawr i drafndiaeth gyhoeddus yn Islwyn wrth agor rheilffordd Cwm Ebwy. Dengys ailagor y lein ar ôl 40 mlynedd ymrwymiad Llafur i bobl Islwyn. Achubaf y cyfle hwn i ddiolch i'r cyn Weinidog dros drafndiaeth, Andrew Davies, am ei ran yn hyn. A gytunwch, Brif Weinidog, mai'r cam nesaf a ddylai ddigwydd yw darparu gwasanaeth ddwywaith yr awr, yn enwedig gan fod y cysylltiad bws â Chaerdydd, sy'n mynd drwy fy etholaeth, wedi'i dorri'n llym yn ystod y chwe mis diwethaf?

Y Prif Weinidog: Mae'n bwysig cydnabod llwyddiant mawr agor rheilffordd Cwm Ebwy. Yr wyf wedi bod ar y trên fy hun. Mae'n cael ei ddefnyddio'n helaeth, a rheilffordd Bro Morgannwg hefyd, sy'n boblogaidd iawn, nid yn unig gan bobl yn teithio tua'r dwyrain, ond gan lawer o bobl sy'n teithio tua'r gorllewin o Lanilltud Fawr a Phen-y-bont ar Ogwr. Ni ragwelwyd hynny ar y pryd efallai, ond mae'n rhywbeth sydd wedi'i groesawu'n fawr. Mae'n bwysig

when a new service is put in place and it becomes so popular that there is a need to increase the frequency of trains on the line, it shows how important a decision it was to open the line in the first place. We are looking at ways to increase frequency on the line. You will know about the work that is being carried out on the Gaer junction box in Newport so that trains can go into Newport. You will also be aware that, elsewhere in Wales, we are looking carefully to see whether we can now move towards having two trains an hour on the Vale of Glamorgan line, as well as all of the infrastructure work that is being put in place in places like Energlyn and so forth. All these schemes are exceptionally important; they have been considered for many years, and they are all schemes that will benefit the people of Wales.

Darren Millar: In my constituency, there are a large number of pensioners, many of whom value local bus services and the free bus passes that allow them to use those services. Given the important links between north Wales and the north-west of England, economically, socially, and in terms of the health economy, with many patients receiving services across the border, do you agree that passengers from Wales should be able to use their free bus passes on buses throughout the north-west? It is not the case at present to most of the larger destinations. If you do agree with that, what action is the Government taking to address that particular issue?

The First Minister: The difficulty with these things is putting in place a reciprocal agreement. I suspect that if we had a reciprocal arrangement for the holders of a bus pass in England, many more English bus pass holders would use their bus passes in Wales than would Welsh bus pass holders in England. As a result, financially, we would find ourselves in a difficult position. As we have done with free bus passes, we want to ensure that people have the ability to travel within Wales for leisure or any other purpose. It has been a great success as far as the Welsh Assembly Government is concerned, and it has been a great success as far as the people of Wales are concerned;

sylweddoli, pan sefydlir gwasanaeth newydd, a'i fod yn dod mor boblogaidd nes bod angen rhedeg trenau'n amlach ar y lein, ei fod yn dangos mor bwysig oedd y penderfyniad i agor y lein yn y lle cyntaf. Yr ydym yn ystyried sut y gellid rhedeg trenau'n amlach ar y lein honno. Gwyddoch am y gwaith sydd ar y gweill ar flwch cyffordd y Gaer yng Nghasnewydd er mwyn i'r trenau allu mynd i mewn i'r ddinas. Gwyddoch hefyd ein bod, mewn mannau eraill yng Nghymru, yn ystyried yn ofalus a allwn yn awr symud tuag at gael dau drên yr awr ar lein Bro Morgannwg, yn ogystal â'r holl waith seilwaith sy'n cael ei wneud mewn mannau megis Energlyn ac yn y blaen. Mae'r cynlluniau hyn i gyd yn eithriadol o bwysig; maent wedi cael eu hystyried ers blynyddoedd lawer, ac maent i gyd yn gynlluniau a fydd o fudd i bobl Cymru.

Darren Millar: Yn fy etholaeth, mae nifer fawr o bensiynwyr. Mae llawer ohonynt yn gwerthfawrogi gwasanaethau bysiau lleol a'r tocynnau teithio am ddim sy'n caniatáu iddynt ddefnyddio'r gwasanaethau hynny. O gofio'r cysylltiadau pwysig rhwng gogledd Cymru a gogledd-orllewin Lloegr, yn economaidd, yn gymdeithasol, ac o ran yr economi iechyd, a bod llawer o gleifion yn cael eu gwasanaethau dros y ffin, a gytunwch y dylai teithwyr o Gymru allu defnyddio'u tocynnau teithio am ddim ar fysiau ym mhob cwr o ogledd-orllewin Lloegr? Nid yw hyn yn digwydd ar hyn o bryd i'r rhan fwyaf o'r cyrchfannau mawr. Os cytunwch â hynny, pa gamau y mae'r Llywodraeth yn eu cymryd i fynd i'r afael â'r mater penodol hwnnw?

Y Prif Weinidog: Yr anhawster gyda'r pethau hyn yw sefydlu trefniant dwy ffordd. Yr wyf yn amau petai gennym drefniant dwy ffordd ar gyfer deiliaid tocyn bws yn Lloegr y byddai llawer mwy o bobl o Loegr a chanddynt docyn teithio yn ei ddefnyddio yng Nghymru nag a fyddai o bobl Cymru a chanddynt docyn o'r fath a fyddai'n ei ddefnyddio yn Lloegr. Yn sgîl hynny, byddem yn ein cael ein hunain mewn sefyllfa ariannol anodd. Fel yr ydym wedi gwneud gyda'r tocynnau teithio am ddim ar fysiau, yr ydym am sicrhau bod pobl yn gallu teithio o fewn Cymru at ddibenion hamdden neu at unrhyw ddiben arall. Mae wedi bod yn llwyddiant mawr o safbwynt Llywodraeth y

however, we must ensure that any financial settlement that occurs after Thursday next week means that we are able to continue with that service. It is certainly something that the Welsh Assembly Government will be exceptionally keen to ensure happens.

David Lloyd: Fel y gwyddoch, Brif Weinidog, cafwyd cryn dipyn o sôn am drydaneiddio'r brif reilffordd rhwng Llundain ac Abertawe. Mae pobl am wybod pryd y gellir disgwyl gweld y trydaneiddio hwn yn digwydd.

Y Prif Weinidog: Dyma rywbeth sydd wedi'i gefnogi gan Lywodraeth bresennol y Deyrnas Unedig. Mae'n hynod o bwysig bod y rheilffordd yn cael ei thrydaneiddio dros y blynyddoedd nesaf. Cafwyd sôn am hyn ers rhai blynyddoedd, ond mae'n dda gweld bod cynlluniau yn cael eu rhoi ar waith er mwyn sicrhau bod y rheilffordd yn cael ei thrydaneiddio—nid dim ond o Lundain i Fryste, neu o Lundain i Gaerdydd, ond o Lundain i Abertawe, ar hyd yr holl reilffordd.

Jenny Randerson: First Minister, the national transport plan was disappointing in several respects, but I want to draw out one sad and important omission in particular. There is no commitment in the plan to ensuring that audiovisual announcements are made on all buses. You will probably be aware that they have been required for some time now on all new trams and trains, but they are not required on buses. Very often nowadays there is a visual announcement, but there is no audio announcement. That is a major problem for people with a sight impairment. First Minister, will you give a commitment to discuss that with the Minister for transport, to ensure that Wales takes the initial steps that are so important in ensuring that those with a sight impairment have a fair opportunity to use our public services and public transport, which are so important to their quality of life?

The First Minister: Yes, I will give you that commitment. I will take that up with my colleague, the Deputy First Minister, and I will write to you on that because it is an issue

Cynulliad, ac mae wedi bod yn llwyddiant mawr o safbwynt pobl Cymru; serch hynny, rhaid inni sicrhau bod unrhyw setliad ariannol sy'n digwydd ar ôl dydd Iau yr wythnos nesaf yn golygu ein bod yn gallu parhau â'r gwasanaeth hwnnw. Mae'n sicr yn rhywbeth y bydd Llywodraeth y Cynulliad yn eithriadol o awyddus i'w sicrhau.

David Lloyd: As you will know, First Minister, there has been a great deal of talk about the electrification of the main line between London and Swansea. People want to know when they can expect to see this electrification happening.

The First Minister: This is something that has been supported by the current UK Government. It is extremely important that the railway is electrified in the coming years. This has been discussed for some years, but it is good to see that plans are being put in place to ensure that the railway is electrified—not only from London to Bristol, or from London to Cardiff, but from London to Swansea, along the entire line.

Jenny Randerson: Brif Weinidog, yr oedd y cynllun trafniadaeth cenedlaethol yn siomedig ar lawer ystyr, ond yr wyf am dynnu sylw'n benodol at un peth pwysig a hepgorwyd gwaetha'r modd. Nid oes dim ymrwymiad yn y cynllun i sicrhau bod cyhoeddiadau clyweledol ar bob bus. Mae'n siŵr y gwyddoch fod hyn wedi bod yn ofynnol ar bob tram a thrên newydd ers tro, ond nad yw hyn yn ofyniad ar fysiau. Yn aml iawn, y dyddiau hyn, ceir cyhoeddiad ar sgrin, ond nid oes cyhoeddiad sain. Mae hynny'n broblem fawr i bobl a chanddynt nam ar eu golwg. Brif Weinidog, a wnewch ymrwymo i drafod hynny gyda'r Gweinidog dros drafniadaeth, i sicrhau bod Cymru'n cymryd y camau cychwynnol sydd mor bwysig er mwyn sicrhau bod y rhai a chanddynt nam ar eu golwg yn cael cyfle teg i ddefnyddio'n gwasanaethau cyhoeddus a'n trafniadaeth gyhoeddus, sydd mor bwysig o ran ansawdd eu bywyd?

Y Prif Weinidog: Gwnaf, ymrwymaf i wneud hynny. Fe'i codaf gyda'm cyd-Weinidog, y Dirprwy Brif Weinidog, ac ysgrifennaf atoch ynglŷn â hynny oherwydd

that is of importance to many people.

ei fod yn fater o bwys i lawer o bobl.

Post Offices

Q7 Chris Franks: Will the First Minister make a statement on the provision of banking services in post offices? OAQ(3)2806(FM)

The First Minister: I welcome the plans to increase post office banking services. This fits well with our recognition of the vital role that post offices can play in addressing financial exclusion.

Chris Franks: First Minister, we know that there is a need to help those who are financially excluded. Can you inform Members what steps have been taken to ensure that the people's bank becomes a reality? We are aware that many Valleys communities have lost their post offices, bank branches, and many other services. What discussions have you had with colleagues in local government regarding ways in which post offices, where they still exist, might be better used for local authority business and to provide other local services?

The First Minister: You mentioned the concept of a people's or a citizens' bank. We are talking to various organisations about how a citizens' bank might work. Clearly, we would want it to be operated by the Post Office, but it is also important that any new financial institution or body does not cut across the work that is already being done by credit unions. Therefore, looking at a citizens' bank and how it will fit within the present provision of financial services in communities will be important. As far as the Government is concerned, we have helped post offices by offering business rate relief and setting up the post office diversification fund. We also have a pilot project with Post Office Ltd to develop new services for communities in partnership with local authorities. We would want to encourage local authorities to use post offices where that is practicable. The problem that most post offices face now is that there are very few services that can only be accessed at a post

Swyddfeydd Post

C7 Chris Franks: A wnaiff y Prif Weinidog ddatganiad am ddarparu gwasanaethau bancio mewn swyddfeydd post? OAQ(3)2806(FM)

Y Prif Weinidog: Yr wyf yn croesawu'r cynlluniau i gynyddu gwasanaethau bancio swyddfeydd post. Mae hyn yn cydweddu'n dda â'r ffaith ein bod yn sylweddoli'r rôl hollbwysig y gall swyddfeydd post ei chwarae o ran mynd i'r afael ag allgáu ariannol.

Chris Franks: Brif Weinidog, gwyddom fod angen cynorthwyo'r rhai sydd wedi'u hallgáu'n ariannol. A allwch ddweud wrth yr Aelodau pa gamau a gymerwyd i sicrhau bod banc y bobl yn cael ei wireddu? Gwyddom fod llawer o gymunedau'r Cymoedd wedi colli eu swyddfeydd post, canghennau banciau, a llawer o wasanaethau eraill. Pa drafodaethau yr ydych wedi'u cael gyda'ch cyfeillion mewn llywodraeth leol ynglŷn â sut y gellid defnyddio swyddfeydd post, lle y maent yn dal i fodoli, yn well ar gyfer busnes awdurdodau lleol ac i ddarparu gwasanaethau lleol eraill?

Y Prif Weinidog: Soniasoch am y syniad o gael banc y bobl neu fanc dinasyddion. Yr ydym yn siarad â gwahanol sefydliadau ynglŷn â sut y gallai banc dinasyddion weithio. Mae'n amlwg y byddem am i Swyddfa'r Post ei weithredu, ond mae'n bwysig hefyd nad yw unrhyw sefydliad neu gorff ariannol newydd yn torri ar draws y gwaith sy'n cael ei wneud eisoes gan undebau credyd. Felly, bydd yn bwysig edrych ar fanc dinasyddion a sut y bydd hynny'n cydweddu â'r ddarpariaeth bresennol o ran gwasanaethau ariannol mewn cymunedau. O ran y Llywodraeth, yr ydym wedi cynorthwyo swyddfeydd post drwy gynnig rhyddhad ardrethi busnes a thrwy sefydlu'r gronfa arallgyfeirio i swyddfeydd post. Mae gennym hefyd brosiect peilot gyda Swyddfa'r Post Cyf i ddatblygu gwasanaethau newydd i gymunedau ar y cyd ag awdurdodau lleol. Byddem yn awyddus i annog awdurdodau lleol i ddefnyddio swyddfeydd post pan fydd hynny'n

office. Basically, one of the few things that can only be done at a post office is the posting of a letter that is a little larger than normal. Every other service that is available at the post office is available somewhere else. Therefore, developing the availability of cash-based and financial services through post offices is key to securing their future.

Mark Isherwood: There has been a lot of discussion following the Icelandic banking crisis as to whether the reserves of local authorities, housing associations and equivalent bodies might be invested, in part or in full, according to the Essex model, in a possible citizens' bank, a post office bank or a charity bank. How would you respond to such proposals? Do you endorse proposals for the post office card account to benefit from direct debit discounts, which might help to reduce energy bills and tackle fuel poverty?

2.20 p.m.

The First Minister: I welcome any step that might help post offices to remain more viable. We are looking at the Essex model that you have mentioned. As I said, we are currently looking at a number of models in order to ensure that we get the right model as far as—for want of a better phrase—a citizens' bank is concerned. There are questions such as: should it be primarily aimed at banking for the individual or should it have a wider social purpose, providing funds, for example, for social enterprises? If a citizens' bank does that, how does it then fit with the existing network of credit unions that we have and how could such a citizens' bank operate properly within the post office framework? There are answers to all of those questions, but we are now looking to develop a model that will fit with the existing provision of financial services in local communities and at post offices.

ymarferol. Y broblem y mae'r rhan fwyaf o swyddfeydd post yn ei hwynebu yn awr yw mai prin iawn yw'r gwasanaethau hynny nad ydynt ond ar gael mewn swyddfa bost. Yn y bôn, un o'r pethau prin na ellir ei wneud ond mewn swyddfa bost yw postio llythyr sydd ychydig yn fwy o faint na'r arfer. Mae pob gwasanaeth arall sydd ar gael yn y swyddfa bost ar gael yn rhywle arall. Felly, datblygu gwasanaethau ariannol a rhai sy'n seiliedig ar arian parod mewn swyddfeydd post yw'r allwedd i sicrhau eu dyfodol.

Mark Isherwood: Mae llawer o drafod wedi bod yn sgîl argyfwng bancio Gwlad yr Ia ynghylch a ellid buddsoddi cronfeydd wrth gefn awdurdodau lleol, cymdeithasau tai a chyrff tebyg, yn rhannol neu'n gyfan gwbl, yn unol â model Essex, mewn banc dinasyddion posibl, banc swyddfa bost, neu fanc elusen. Sut y byddech yn ymateb i gynigion o'r fath? A ydych yn cefnogi cynigion y dylai cyfrifon cerdyn swyddfa'r post allu manteisio ar ostyngiadau debyd uniongyrchol, a allai helpu i leihau biliau ynni a mynd i'r afael â thlodi tanwydd?

Y Prif Weinidog: Yr wyf yn croesawu unrhyw gam a allai helpu swyddfeydd post i barhau'n fwy hyfyw. Yr ydym yn ystyried model Essex a grybwyllwyd gennych. Fel y dywedais, yr ydym ar hyn o bryd yn ystyried nifer o fodelau er mwyn sicrhau ein bod yn cael y model iawn ar gyfer banc dinasyddion—a defnyddio'r term hwnnw, yn niffyg disgrifiad gwell. Mae angen ystyried cwestiynau megis: a ddylid ei anelu'n bennaf at fancio i'r unigolyn ynteu a ddylai fod iddo ddiben cymdeithasol ehangach, gan ddarparu arian, er enghraifft, ar gyfer mentrau cymdeithasol? Os bydd banc dinasyddion yn gwneud hynny, sut y mae wedyn yn cydweddu â'r rhwydwaith undebau credyd sydd gennym eisoes a sut y gallai banc dinasyddion o'r fath weithredu'n iawn o fewn fframwaith y swyddfeydd post? Mae atebion ar gael i'r cwestiynau hynny i gyd, ond yr ydym yn awr yn ceisio datblygu model a fydd yn cydweddu â'r ddarpariaeth gwasanaethau ariannol sy'n bodoli eisoes mewn cymunedau lleol ac mewn swyddfeydd post.

Unemployment

Q8 Mohammad Asghar: Will the First Minister make a statement on the unemployment level in South Wales East? OAQ(3)2808(FM)

The First Minister: The labour market statistics state that the number of people unemployed in South Wales East was 31,000 for the year to September 2009.

Mohammad Asghar: We have already discussed the worrying unemployment figures in Wales and particularly in my region of South Wales East, which Trish Law has just mentioned. What is particularly worrying is how many unemployed people across Wales are young people aged between 16 and 24. What future plan does the Welsh Assembly Government have to reduce youth unemployment in Wales, especially in south-east Wales, which is one of the poorest areas of Britain? This morning, David Cameron mentioned the 100 poorest spots in this country and I am sure that south-east Wales would be at the top of the list of areas that need prosperity to be brought to it. What plans do you have for it?

The First Minister: As you should know, a funding package of over £49 million to help young people into employment and education was announced by the Minister for Children, Education and Lifelong Learning at the first economic summit in 2010. We seek to ensure that every young person, aged between 16 and 24, is given the genuine chance of a proper job, training or education. That £49 million will fund education and training, the young person's guarantee, extra funding for student finance, the continuation of pathways to apprenticeships and the young recruits programme for another year. It will also be used to keep SkillBuild and ReAct working for Wales. We have in place a good package that will be of benefit to young people, not just in south-east Wales, but in the whole of Wales.

Jeff Cuthbert: It is interesting to hear the Conservatives talk about unemployment. After all, they know a lot about it—they have created more unemployment than any other organisation in Britain and that is their badge

Diweithdra

C8 Mohammad Asghar: A wnaiff y Prif Weinidog ddatganiad am lefel y diweithdra yn Nwyrain De Cymru? OAQ(3)2808(FM)

Y Prif Weinidog: Dengys ystadegau'r farchnad lafur mai nifer y bobl ddi-waith yn Nwyrain De Cymru oedd 31,000 yn y flwyddyn hyd at fis Medi 2009.

Mohammad Asghar: Yr ydym eisoes wedi trafod y ffigurau diweithdra sy'n destun pryder yng Nghymru ac yn arbennig yn fy rhanbarth i yn Nwyrain De Cymru, ac mae Trish Law newydd sôn am hynny. Yr hyn sy'n destun pryder arbennig yw faint o bobl ddi-waith ledled Cymru sy'n bobl ifanc rhwng 16 a 24 oed. Pa gynllun sydd gan Lywodraeth y Cynulliad i leihau diweithdra ymhlith pobl ifanc yng Nghymru yn y dyfodol, yn enwedig yn ne-ddwyrain Cymru, sef un o ardaloedd tlotaf Prydain? Y bore yma, soniodd David Cameron am y 100 man tlotaf yn y wlad hon ac yr wyf yn siŵr y byddai'r de-ddwyrain ar frig rhestr yr ardaloedd lle y mae angen ffyniant. Beth yw eich cynlluniau ar ei chyfer?

Y Prif Weinidog: Fel y dylech wybod, cyhoeddwyd pecyn gwerth dros £49 miliwn i helpu pobl ifanc i gael gwaith ac addysg gan y Gweinidog dros Blant, Addysg a Dysgu Gydol Oes yn yr uwchgynhadledd gyntaf yn 2010. Yr ydym yn ceisio sicrhau bod pob person ifanc, rhwng 16 a 24 oed, yn cael cyfle gwirioneddol i gael swydd go iawn, hyfforddiant neu addysg. Bydd y £49 miliwn hwnnw'n talu am addysg a hyfforddiant, y warant i bobl ifanc, arian ychwanegol ar gyfer cyllid myfyrwyr, parhau â'r llwybrau i brentisiaethau a'r rhaglen recriwtiaid ifanc am flwyddyn arall. Fe'i defnyddir hefyd i sicrhau bod Adeiladu Sgiliau a ReAct yn dal i weithio i Gymru. Mae gennym becyn da ar waith a fydd o fudd i bobl ifanc, nid dim ond yn y de-ddwyrain ond ym mhob cwr o'n gwlad.

Jeff Cuthbert: Mae'n ddi-ddorol clywed y Ceidwadwyr yn sôn am ddiweithdra. Wedi'r cyfan, maent yn wybodus iawn yn ei gylch—maent wedi creu mwy o ddiweithdra na'r un sefydliad arall ym Mhrydain a dyna'u

of honour. Do you agree that a considerable number of those who are unemployed in Wales are under 25 and that it is crucial that we fully support and applaud the schemes of the Labour UK Government, such as the Future Jobs fund, which will provide training and work placements for those who have been unemployed for at least six months? Do you also agree that when we contrast our attitude with that of the Tories, who offered no support during the 1980s, we are serious about tackling the issue now and in the future?

The First Minister: I have gone through the schemes that we have in place to tackle unemployment in Wales. You have rightly highlighted the schemes that have been made available by the UK Labour Government. We contrast that with what the Tories have always done: the only support that they give the unemployed is to tell them to get on their bikes. That is what Norman Tebbit said and that is how much they care about the unemployed.

Rail Developments

Q9 Eleanor Burnham: Will the First Minister make a statement on future rail developments in Wales? OAQ(3)2794(FM)

The First Minister: You will know that the national transport plan and the rail forward programme outline our priorities to improve rail services in Wales.

Eleanor Burnham: I have read it with great interest and I regret that it seems to be moving so slowly and that many people are having to be very patient. Do you regret that the Welsh Assembly Government has insufficient funds to develop and adequately support a world-class rail service in Wales while Deutsche Bahn, the German rail operator, is just about to take over that awful, lacklustre company called Arriva Trains?

The First Minister: Let me just point out all

bathodyn anrhydedd. A gytunwch fod nifer sylweddol o'r rhai sy'n ddi-waith yng Nghymru o dan 25 oed a'i bod yn hollbwysig inni gefnogi a chymeradwyo'n llwyr gynlluniau Llywodraeth Lafur y Deyrnas Unedig, megis cronfa Swyddi'r Dyfodol, a fydd yn darparu lleoliadau hyfforddiant a gwaith i'r rhai sydd wedi bod yn ddi-waith ers chwe mis o leiaf? A gytunwch hefyd, wrth inni wrthgyferbynnu'n hagwedd ag agwedd y Torïaid, na chynigiasant ddim cymorth yn ystod yr 1980au, ein bod o ddifrif ynglŷn â mynd i'r afael â'r broblem yn awr ac yn y dyfodol?

Y Prif Weinidog: Yr wyf wedi rhestru'r cynlluniau sydd gennym ar waith i fynd i'r afael â diweithdra yng Nghymru. Yr oeddech yn llygad eich lle'n tynnu sylw at y cynlluniau y mae Llywodraeth Lafur y Deyrnas Unedig wedi'u darparu. Yr ydym yn cyferbynnu hynny â'r hyn y mae'r Torïaid wedi'i wneud erioed: yr unig gefnogaeth a roddir ganddynt hwy i'r di-waith yw dweud wrthynt am fynd ar gefn eu beic. Dyna a ddywedodd Norman Tebbit a dyna faint y maent hwy'n malio am y di-waith.

Datblygiadau Rheilffyrdd

C9 Eleanor Burnham: A wnaiff y Prif Weinidog ddatganiad am ddatblygiadau rheilffyrdd yng Nghymru yn y dyfodol? OAQ(3)2794(FM)

Y Prif Weinidog: Byddwch yn gwybod bod y cynllun trafndiaeth cenedlaethol a'r flaenraglen rheilffyrdd yn amlinellu ein blaenoriaethau ar gyfer gwella gwasanaethau rheilffyrdd yng Nghymru.

Eleanor Burnham: Yr wyf wedi'i ddarllen gyda diddordeb mawr ac yn gresynu at y ffaith ei fod yn symud mor araf i bob golwg a bod yn rhaid i lawer o bobl fod yn amyneddgar iawn. A ydych yn gresynu at y ffaith nad oes gan Lywodraeth y Cynulliad ddigon o arian i ddatblygu a chynorthwyo'n ddigonol wasanaeth trenau o'r radd flaenaf yng Nghymru, tra bo Deutsche Bahn, cwmni trenau o'r Almaen, ar fin prynu'r cwmni diffiach ofnadwy hwnnw a elwir yn Drenau Arriva?

Y Prif Weinidog: Gadewch imi sôn am yr

of the schemes that have been put in place over the years: the opening of the Vale of Glamorgan line and the Ebbw valley railway; the provision of the Gerallt Gymro service and the two-hourly north-south service between Cardiff and Holyhead; the examination of the feasibility of trains running more frequently on the Bridgend to Maesteg line, the Vale of Glamorgan line and, ultimately, on the Ebbw valley line; the signalling work that has been done on the central Wales railway between Aberystwyth and Shrewsbury; and the work that has been done at Aberdyfi on the Cambrian coast line to make that station more accessible. A number of important improvements have been made. In the future, we will be looking at Queen Street station in Cardiff, at Energlyn and, perhaps, further in the future, the Wrexham to Bidston line and whether that can be helped further.

These are all exciting railway projects that had not been heard of in the 1970s and 1980s. These are projects that have been put in place over the past 10 or 15 years and are projects that have been widely welcomed by the people of Wales. That can be contrasted with the situation that we had in 1975 when the Carmarthen to Aberystwyth line was taken up. Contrast the attitude in the 1970s and the Serpell report that the Tories produced in the late 1980s, which suggested that there should be no railway lines west of Cardiff, with where we are now, where we have a vibrant and expanding railway network in Wales.

Val Lloyd: First Minister, following the takeover by Deutsche Bahn, Arriva has become part of one of the biggest rail and bus transport groups in Europe. Do you have any plans for discussions with the relevant people regarding their strategy for future services in Wales considering the wide coverage that Arriva has?

The First Minister: Yes. We have had a good relationship with Arriva and I would want to ensure that we have the same relationship with Deutsche Bahn. One of the most important advances in the railway network in Wales over the past decade has

holl gynlluniau sydd wedi'u rhoi ar waith dros y blynyddoedd: agor lein Bro Morgannwg a rheilffordd Cwm Ebwy; darparu gwasanaeth Gerallt Gymro a'r gwasanaeth bob dwyawr rhwng y gogledd a'r de rhwng Caerdydd a Chaerdybi; archwilio pa mor ymarferol fyddai cael trenau'n rhedeg yn amlach ar y lein rhwng Pen-y-bont ar Ogwr a Maesteg, lein Bro Morgannwg, a, maes o law, ar lein Cwm Ebwy; y gwaith ar y signalau ar reilffordd canolbarth Cymru rhwng Aberystwyth ac Amwythig; a'r gwaith sydd wedi'i wneud yn Aberdyfi ar lein arfordir y Cambrian er mwyn gwneud yr orsaf honno'n fwy hygyrch. Mae nifer o welliannau pwysig wedi bod. Yn y dyfodol, byddwn yn edrych ar orsaf Stryd y Frenhines yng Nghaerdydd, ar Energlyn ac, efallai, ymhellach i'r dyfodol, ar y lein rhwng Wrecsam a Bidston ac a oes modd rhoi mwy o gymorth i honno.

Mae'r rhain i gyd yn brosiectau cyffrous ar y rheilffyrdd nad oedd sôn amdanynt yn yr 1970au a'r 1980au. Mae'r rhain yn brosiectau sydd wedi'u rhoi ar waith dros y 10 neu'r 15 mlynedd diwethaf ac maent yn brosiectau y mae pobl Cymru wedi'u croesawu'n fawr. Gellir cyferbynnu hynny â'r sefyllfa a oedd gennym yn 1975 pan godwyd y lein rhwng Caerfyrddin ac Aberystwyth. Cyferbynnwch yr agwedd yn yr 1970au ac adroddiad Serpell a gyhoeddwyd gan y Torïaid ddiwedd yr 1980au, a awgrymai na ddylai fod yr un lein rheilffordd i'r gorllewin o Gaerdydd, â'r hyn sydd gennym yn awr, sef rhwydwaith rheilffyrdd bywiog sy'n ehangu yng Nghymru.

Val Lloyd: Brif Weinidog, ar ôl i Deutsche Bahn brynu'r cwmni, mae Arriva bellach yn un o'r grwpiau trafndiaeth rheilffyrdd a bysiau mwyaf yn Ewrop. A oes gennych unrhyw gynlluniau i gynnal trafodaethau â'r bobl berthnasol ynglŷn â'u strategaeth ar gyfer gwasanaethau yng Nghymru yn y dyfodol, ac ystyried yr ardal eang a wasanaethir gan Arriva?

Y Prif Weinidog: Oes. Mae ein perthynas ag Arriva wedi bod yn berthynas dda a byddwn am sicrhau bod yr un berthynas yn parhau â Deutsche Bahn. Un o'r datblygiadau pwysicaf yn y rhwydwaith rheilffyrdd yng Nghymru dros y degawd diwethaf fu creu un

been the creation of the single franchise. The fact that we have one company that we can talk to has been important and I want that relationship to continue.

Mark Isherwood: Given the reported possible takeover of Arriva Trains by Deutsche Bahn—and I know that you cannot discuss commercially sensitive issues—there may be implications for the Arriva service in Wales and for the Wrexham, Shropshire and Marylebone Railway Company Ltd, which, I believe, is an equity partner with the potential suitor. Can you assure us that the Welsh Government is keeping a close eye on this and is engaged in discussions regarding possible outcomes for contracts and service delivery in Wales?

The First Minister: There are franchise obligations that have to be complied with by whoever runs the service. Those obligations will continue and, as I said, we will want to continue the good relationship that we had with Arriva with the new owner, Deutsche Bahn, which has a good record in running rail services—not just in Germany, but elsewhere. I certainly hope that this will lead to some exciting opportunities for the further development of the rail network in the future.

Public Services

Q10 Leanne Wood: What discussions has the First Minister had with the UK Government regarding cuts to public services in Wales? OAQ(3)2800(FM)

The First Minister: We have not had dialogue about cuts, but, as you would expect, we have dialogue about the future funding of Wales.

Leanne Wood: First Minister, there have been some dire forecasts concerning the provision of public services in coming years. Chancellor Darling has already signalled that the cuts will be worse than those inflicted upon us by Margaret Thatcher if Labour hangs on to power in Westminster. With David Cameron recently having let his guard slip by stating that public spending needs to

fasnachfaint. Mae'r ffaith bod gennym un cwmni y gallwn siarad ag ef wedi bod yn bwysig ac yr wyf am i'r berthynas honno barhau.

Mark Isherwood: O ystyried yr adroddiadau y gall Deutsche Bahn fod yn prynu Trenau Arriva—a gwn na allwch drafod materion sy'n fasnachol sensitif—gall fod goblygiadau yn sgîl hynny i wasanaeth Arriva yng Nghymru ac i'r Wrexham, Shropshire and Marylebone Railway Company Ltd, sydd, fe gredaf, yn bartner ecwiti i'r darpar brynwr. A allwch ein sicrhau bod Llywodraeth Cymru yn cadw llygad barcud ar hyn a'i bod yn cynnal trafodaethau ynglŷn â'r canlyniadau posibl ar gyfer contractau a darparu gwasanaethau yng Nghymru?

Y Prif Weinidog: Mae dyletswyddau ynghlwm wrth y fasnachfaint y mae'n rhaid i bwy bynnag sy'n darparu'r gwasanaeth gydymffurfio â hwy. Bydd y goblygiadau hynny'n parhau ac, fel y dywedais, byddwn am weld y berthynas dda a oedd rhyngom ac Arriva yn parhau gyda'r perchennog newydd, Deutsche Bahn. Mae can y cwmni hwnnw enw da am gynnal gwasanaethau rheilffyrdd—nid dim ond yn yr Almaen, ond mewn mannau eraill. Yr wyf yn sicr yn gobeithio y bydd hyn yn arwain at nifer o gyfleoedd cyffrous i ddatblygu rhwydwaith y rheilffyrdd eto yn y dyfodol.

Gwasanaethau Cyhoeddus

C10 Leanne Wood: Pa drafodaethau y mae'r Prif Weinidog wedi'u cael gyda Llywodraeth y DU ynghylch toriadau mewn gwasanaethau cyhoeddus yng Nghymru? OAQ(3)2800(FM)

Y Prif Weinidog: Nid ydym wedi cael trafodaeth ynglŷn â thoriadau, ond fel y disgwyliech, yr ydym yn trafod dyfodol ariannu Cymru.

Leanne Wood: Brif Weinidog, mae nifer o ragolygon du wedi bod ar gyfer darparu gwasanaethau cyhoeddus yn y blynyddoedd nesaf. Mae'r Canghellor Darling eisoes wedi dweud y bydd y toriadau'n waeth na'r rhai a orfodwyd arnom gan Margaret Thatcher os bydd y blaid Lafur yn dal ei gafael ar rym yn San Steffan. A David Cameron eisoes wedi gollwng y gath o'r cwd drwy ddweud bod

be reduced in areas of high need, citing the case of the six counties in the north of Ireland and the north-east of England to make his point, we can only imagine their plans for Wales.

As was outlined on *Newsnight* last night by Dr Eurfyl ap Gwilym for Plaid Cymru, we know that Wales's funding system is unfair and in urgent need of reform. If Wales were to receive a more equitable slice of the funding cake, we would be able to go some way towards insulating the people of Wales from the swingeing cuts that now look inevitable.

The Presiding Officer: Order. I think that you have asked your question.

Leanne Wood: I have not asked my question yet.

The Presiding Officer: Order. Where was it?

Leanne Wood: Presiding Officer, I have not been able to hear myself speak because Members are shouting in the Chamber.

The Presiding Officer: Order. It is 2.29 p.m., could you please ask one brief question and you will be heard in silence?

Leanne Wood: Thank you, Presiding Officer. Given that there is cross-party agreement on the need to reform the Barnett formula, what can you do as First Minister to ensure that Wales receives fair funding, whoever forms the Government after 6 May?

2.30 p.m.

David Melding: You see, you can ask a question—

Leanne Wood: I can, yes.

The First Minister: It is right to say that—
[*Interruption.*]

The Presiding Officer: Order. The First Minister will also be heard in relative silence.
[*Laughter.*] He has a bigger voice; that is all I

angen gostwng gwariant cyhoeddus mewn ardaloedd anghenus iawn, gan ddefnyddio'r chwe sir yng ngogledd Iwerddon a gogledd-ddwyrain Lloegr yn enghreifftiau wrth wneud ei bwynt, ni allwn ond dychmygu beth fydd eu cynlluniau ar gyfer Cymru.

Fel y dywedodd Dr Eurfyl am Gwilym ar ran Plaid Cymru ar *Newsnight* neithiwr, gwyddom fod system ariannu Cymru'n annheg a bod angen ei diwygio ar frys. Petai Cymru'n cael rhan decach o'r gacen ariannu, gallem wneud tipyn i amddiffyn pobl Cymru rhag y toriadau erchyll sydd yn awr yn ymddangos yn anochel.

Y Llywydd: Trefn. Yr wyf yn meddwl eich bod wedi gofyn eich cwestiwn.

Leanne Wood: Nid wyf wedi gofyn fy nghwestiwn eto.

Y Llywydd: Trefn. Ymhle yr oedd?

Leanne Wood: Lywydd, nid wyf wedi gallu fy nghlywed fy hun yn siarad oherwydd bod Aelodau'n gweiddi yn y Siambr.

Y Llywydd: Trefn. Mae'n 2.29 p.m., a allech ofyn un cwestiwn byr ac fe gewch wrandawriad mewn distawrwydd?

Leanne Wood: Diolch, Lywydd. A chofio bod cytundeb trawsbleidiol ynglŷn â bod angen diwygio fformiwla Barnett, a chithau'n Brif Weinidog, beth y gallwch ei wneud i sicrhau bod Cymru'n cael ei hariannu'n deg, pwy bynnag sy'n ffurfio'r Llywodraeth ar ôl 6 Mai?

David Melding: Dyna chi, yr ydych yn gallu gofyn cwestiwn—

Leanne Wood: Gallaf, fe allaf.

Y Prif Weinidog: Mae'n iawn dweud bod—
[*Torri ar draws.*]

Y Llywydd: Trefn. Caiff y Prif Weinidog wrandawriad mewn distawrwydd cymharol hefyd. [*Chwerthin*] Mae ganddo fwy o lais;

mean by that.

The First Minister: With a dodgy microphone, I keep on being told, but I will try to make myself heard. It is right to say that we do not want to see the present funding situation in Wales continuing. The Holtham commission has illustrated very clearly that the Barnett formula, as presently constituted, cannot continue for the foreseeable future. However, it means that any future funding settlement must be agreed across the whole of the UK, as it affects all parts of the UK, not just Wales. Even if we were in the situation envisaged by the Holtham commission, we would still have to look at making savings. The principle that we will use to make those savings is quite simply this: we are going through the budget line by line to examine what we think is important and what we think, in the present financial circumstances, cannot be supported financially in the future. I also urge all those in public bodies across Wales to look at every way of saving money before considering compulsory redundancies. That is an important principle and all public bodies in Wales should follow it.

Y Llywydd: Diolch yn fawr i'r Prif Weinidog am ei atebion.

dyna'r cyfan yr wyf yn ei olygu wrth hynny.

Y Prif Weinidog: Er bod pobl yn dweud wrthyf o hyd fod nam ar fy meicroffon, ond ceisiaf sicrhau eich bod yn fy nghlywed. Mae'n deg dweud nad ydym am weld y sefyllfa ariannu bresennol yng Nghymru'n parhau. Mae comisiwn Holtham wedi dangos yn glir iawn nad oes modd i fformiwla Barnett, fel y mae ar hyn o bryd, barhau yn y dyfodol rhagweladwy. Serch hynny, mae'n golygu bod yn rhaid cytuno ar unrhyw setliad ariannu yn y dyfodol ar draws y Deyrnas Unedig drwyddi draw, gan ei fod yn effeithio ar bob rhan o'r Deyrnas Unedig, nid dim ond ar Gymru. Hyd yn oed petaem yn y sefyllfa a ragwelir gan gomisiwn Holtham, byddem yn dal i orfod ceisio arbed arian. Yr egwyddor a ddefnyddiwn i wneud yr arbedion hynny'n syml yw hyn: yr ydym yn mynd drwy'r gyllideb fesul llinell i archwilio'r hyn sy'n bwysig yn ein barn ni a'r hyn, o dan yr amgylchiadau ariannol ar hyn o bryd, na ellir yn ein barn ni ei gefnogi'n ariannol yn y dyfodol. Pwysaf hefyd ar bawb mewn cyrff cyhoeddus ledled Cymru i edrych ar bob ffordd o arbed arian cyn ystyried diswyddiadau gorfodol. Mae honno'n egwyddor o bwys a dylai pob corff cyhoeddus yng Nghymru ei dilyn.

The Presiding Officer: I thank the First Minister very much for his responses.

Datganiad a Chyhoeddiad Busnes Business Statement and Announcement

The Minister for Business and Budget (Jane Hutt): There are no changes to report to this week's planned Government business. Business for the next three weeks is as set out in the business statement and announcement, which can be found in the agenda papers that are available to Members electronically.

Brynle Williams: I travel down from north to south Wales every week, and there has been a serious problem in Newtown on the A483 over the past six months. Is it not time that the Deputy First Minister and Minister for the Economy and Transport made a statement to the Chamber explaining why we now have three sets of traffic lights in

Y Gweinidog dros Fusnes a'r Gyllideb (Jane Hutt): Nid oes newidiadau ym musnes arfaethedig y Llywodraeth yr wythnos hon. Mae'r busnes ar gyfer y tair wythnos nesaf fel y mae wedi'i nodi yn y datganiad a chyhoeddiad busnes, sydd i'w weld ymhlith papurau'r agenda sydd ar gael i'r Aelodau ar ffurf electronig.

Brynle Williams: Byddaf yn teithio i lawr o'r gogledd i'r de bob wythnos, ac mae problem ddifrifol wedi bod yn y Drenwydd ar yr A483 ers chwe mis bellach. Onid yw'n bryd i'r Dirprwy Brif Weinidog a'r Gweinidog dros yr Economi a Thrafnidiaeth roi datganiad i'r Siambr yn esbonio pam mae gennym dair set o oleuadau traffig yn y

Newtown? It takes in the region of an hour and a half to get through Newtown, which must be having a serious effect on business and commerce in Wales, given that it is one of the main arterial routes from north to south. Will you please approach the Deputy First Minister who has responsibility for transport to see what can be done about that? There is a serious need for an impact study into the effect that it is having.

Jane Hutt: Major infrastructural works and urgent repairs must take place, often at pinch points such as Newtown on the A483, but I am sure that, once the work is completed, business and the economy will pick up appropriately.

Brynle Williams: I am afraid that it has been completed—

The Presiding Officer: Order. I have not called you to ask a supplementary question. What is all this about? I call Chris Franks.

Chris Franks: Minister, you will be aware that the Health, Wellbeing and Local Government Committee recently reported on stroke services. The report made disturbing reading. My experience across the Valleys, Cardiff, and the Vale indicated varying levels of service, with focused healthcare and support in the community in some instances, but not elsewhere. Every year, more than 10,000 people in Wales suffer a stroke. We are all aware of the devastating impact that strokes can have on the victims and their families. A key issue in the report was the emphasis on preventing strokes in the first place. The committee highlighted the strong link between high blood pressure and stroke. Can we have a statement regarding the timetable to implement the recommendations of that inquiry into stroke services?

Jane Hutt: Chris, as you know, there is a process for dealing with, handling and responding to committee reports, and the Minister for Health and Social Services will do so as timetabled and scheduled.

Drenewydd erbyn hyn? Mae angen tuag awr a hanner i fynd drwy'r Drenewydd, sydd siŵr o fod yn cael effaith ddifrifol ar fusnes a masnach yng Nghymru, o gofio mai dyma un o'r prif lwybrau o'r gogledd i'r de. A wnewch ofyn i'r Dirprwy Brif Weinidog sy'n gyfrifol am drafnidiaeth weld beth y gellir ei wneud ynglŷn â hynny? Mae gwir angen astudiaeth effaith i weld beth yw effaith hyn.

Jane Hutt: Rhaid gwneud gwaith mawr i'r seilwaith a gwaith atgyweirio brys, a hynny'n aml mewn mannau sydd o dan bwysau megis yn y Drenewydd ar yr A483, ond yr wyf yn siŵr, wedi i'r gwaith gael ei gwblhau, y bydd busnes a'r economi yn ailafael ynddi.

Brynle Williams: Mae arnaf ofn ei fod wedi'i gwblhau—

Y Llywydd: Trefn. Nid wyf wedi'ch galw i ofyn cwestiwn atodol. Beth yw hyn i gyd? Galwaf Chris Franks.

Chris Franks: Weinidog, gwyddoch i'r Pwyllgor Iechyd, Lles a Llywodraeth Leol gyflwyno adroddiad yn ddiweddar am wasanaethau strôc. Yr oedd darllen yr adroddiad yn dychryn rhywun. Yn ôl fy mhrofiad i, ledled y Cymoedd, yng Nghaerdydd, ac yn y Fro, mae lefelau'r gwasanaeth yn amrywio. Darperir gofal iechyd a chymorth penodol yn y gymuned mewn rhai mannau ond nid mewn mannau eraill. Bob blwyddyn, bydd dros 10,000 o bobl yng Nghymru'n cael strôc. Yr ydym i gyd yn sylweddoli'r effaith ddinistriol y gall strôc ei chael ar ddiodefwyr ac ar eu teuluoedd. Un o faterion allweddol yr adroddiad oedd y pwyslais ar atal strôc yn y lle cyntaf. Tynnodd y pwyllgor sylw at y cysylltiad cryf rhwng pwysedd gwaed uchel a strôc. A allwn gael datganiad ynglŷn â'r amserlen ar gyfer rhoi argymhellion yr ymchwiliad hwnnw i wasanaethau strôc ar waith?

Jane Hutt: Chris, fel y gwyddoch, ceir proses ar gyfer ymdrin ag adroddiadau pwyllgorau, ac ymateb iddynt, a bydd y Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol yn gwneud hynny yn ôl yr amserlen a'r trefniant.

Mark Isherwood: I call for a statement on two matters. The first relates to shared-street surfaces. Concerns were raised here last year by the Guide Dogs for the Blind Association. I understand that the Minister at the time responded to the Petitions Committee saying that he did not believe that a moratorium on the implementation of the shared space schemes was appropriate, given the lack of conclusive evidence to suggest that such services were inherently less safe than conventionally kerbed environments. Subsequent to that, at the request of the Petitions Committee, he wrote to all local authorities to reiterate the importance of considering the needs of visually impaired people when planning to introduce shared surfaces.

Guide Dogs has commissioned independent research among blind and partially sighted people, which has found that, of those interviewed, nine out of 10 were concerned about shared-surface streets and six out of 10 actively avoided them. Last summer, I went out with the Guide Dogs for the Blind Association in Caernarfon and saw how the disability equality duty was being breached, as barriers were put up in the way of visually impaired people. The Minister advised that the Department of Transport at Westminster was considering a detailed research project into the use of shared spaces, and that that would inform future policies in Wales. Could we have a statement on that important matter affecting blind and partially sighted people in Wales, a year down the line?

My second and final point relates to neurological services and neurosciences in Wales. As you will be aware, two independent groups published recommendations for how services for people with such conditions in Wales could be reformed. The reports of both the mid and south Wales and the north Wales neurosciences implementation boards were published in September last year, and were sent to the Minister for Health and Social Services. I understand that the boards have not been given additional funding to deliver

Mark Isherwood: Galwaf am ddatganiad am ddau fater. Mae a wnelo'r cyntaf â strydoedd lle y rhennir arwynebau. Codwyd pryderon yma y llynedd gan y Gymdeithas Cŵn Tywys i'r Deillion. Caf ar ddeall fod y Gweinidog ar y pryd wedi ymateb i'r Pwyllgor Deisebau drwy ddweud nad oedd yn credu y byddai'n briodol cael moratoriwm ar roi cynlluniau rhannu lleoedd ar waith, oherwydd bod diffyg tystiolaeth bendant i awgrymu bod gwasanaethau o'r fath yn ei hanfod yn llai diogel nag amgylchedd confensiynol, sef pafin ac ymyl arno. Yn dilyn hynny, ar gais y Pwyllgor Deisebau, ysgrifennodd at bob awdurdod lleol i ailddatgan pwysigrwydd ystyried anghenion pobl a chanddynt nam ar eu golwg wrth gynllunio i gyflwyno rhannu arwynebau.

Mae'r Gymdeithas Cŵn Tywys wedi comisiynu ymchwil annibynnol ymhlith pobl ddall a rhannol ddall ac wedi canfod, o blith y rhai a gyfwelwyd, fod naw o bob 10 yn poeni am strydoedd lle y rhennir arwynebau a bod chwech o bob 10 yn mynd ati'n fwriadol i'w hosgoi. Yr haf diwethaf, euthum allan gyda'r Gymdeithas Cŵn Tywys i'r Deillion yng Nghaernarfon a gweld sut yr oedd y ddyletswydd cydraddoldeb o ran anabledd yn cael ei thorri, gan fod rhwystrau'n cael eu gosod ar ffordd pobl a chanddynt nam ar eu golwg. Dywedodd y Gweinidog fod yr Adran Drafnidiaeth yn San Steffan yn ystyried prosiect ymchwil manwl i sut y defnyddir trefniadau rhannu lleoedd, ac y byddai hwnnw'n sail ar gyfer llunio polisïau yng Nghymru yn y dyfodol. A allem gael datganiad am y mater pwysig hwnnw sy'n effeithio ar bobl ddall a rhannol ddall yng Nghymru, gan fod blwyddyn wedi mynd heibio bellach?

Mae a wnelo fy ail bwynt a'm pwynt olaf â gwasanaethau niwrolegol a niwrowyddorau yng Nghymru. Fel y gwyddoch, cyhoeddodd dau grŵp annibynnol argymhellion ar gyfer sut y gellid diwygio gwasanaethau i bobl ac arnynt gyflyrau o'r fath yng Nghymru. Cyhoeddwyd adroddiad bwrdd gweithredu niwrowyddorau canolbarth a de Cymru ac adroddiad bwrdd gogledd Cymru ym mis Medi y llynedd, ac fe'u hanfonwyd at y Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol. Caf ar ddeall nad yw'r byrddau wedi cael arian ychwanegol i

the recommendations, and have been advised that resources must come from savings elsewhere. In north Wales, there is concern over whether the new health board has started implementing any of the recommendations. Therefore, we need a statement on whether the Welsh Government will give a commitment to ensuring that all the recommendations of the neurosciences boards will be implemented across Wales, when and on what basis, given the current budgetary constraints.

Jane Hutt: Thank you for drawing attention to those important issues for blind and partially sighted people, as well as to that important ministerial response to the evidence given to the Petitions Committee at the time on shared-space street services. I hope that any further evidence that is forthcoming will also be considered by the relevant Minister, and I am sure that you will draw it to their attention.

On the second point, the Minister for Health and Social Services has fully considered all the neurosciences reports in the context of receipt and delivery by the health boards.

Bethan Jenkins: Minister, can we have an update from the Government on the negotiations currently under way between it and Ethnic Cuisine Ltd in Swansea? The company recently announced that it will close the Swansea facility, as it was not able to negotiate commercially viable terms with an anchor client. I know that the company is now in consultation with the workers, but can we have an update on whether the workers have been offered any schemes by the Welsh Assembly Government to progress any work in the area, given that these jobs are important to the local economy?

Earlier, during questions to the First Minister, Helen Mary Jones raised the other issue that I wanted to raise with you, namely dealing with individual cases from asylum seekers. I have only just had a response from the UK Border Agency to a casework issue of mine referred to it last April, over an asylum seeker's application to remain in Wales. It is worrying that the Home Secretary has

wireddu'r argymhellion, a'u bod wedi'u cael gwybod bod yn rhaid dod o hyd i'r adnoddau drwy arbed arian mewn manau eraill. Yn y gogledd, mae pobl yn poeni a yw'r bwrdd iechyd newydd wedi dechrau rhoi unrhyw rai o'r argymhellion ar waith. Felly, mae angen inni gael datganiad ynglŷn ag a wnaiff Llywodraeth Cymru ymrwymo i sicrhau bod holl argymhellion y byrddau niwrowyddorau'n cael eu rhoi ar waith ledled Cymru, pa bryd ac ar ba sail, o ystyried y cyfyngiadau presennol ar y gyllideb.

Jane Hutt; Diolch am dynnu sylw at y materion pwysig hynny i bobl ddall a rhannol ddall, yn ogystal ag at yr ymateb pwysig hwnnw gan y Gweinidog i'r Pwyllgor Deisebau ar y pryd ynglŷn â gwasanaethau rhannu lleoedd ar strydoedd. Yr wyf yn gobeithio y caiff unrhyw dystiolaeth bellach a ddaw i'r fei ei hystyried hefyd gan y Gweinidog perthnasol, ac yr wyf yn siŵr y byddwch yn tynnu eu sylw ati.

O ran yr ail bwynt, mae'r Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol wedi ystyried yr holl adroddiadau ynglŷn â'r niwrowyddorau yng nghyd-destun eu derbyn a'u gwireddu gan y byrddau iechyd.

Bethan Jenkins: Weinidog, a gawn wybod gan y Llywodraeth beth yw'r sefyllfa ddiweddaraf ynglŷn â'r negodi sydd ar y gweill rhyngddi ac Ethnic Cuisine Ltd yn Abertawe? Cyhoeddodd y cwmni'n ddiweddar y bydd yn cau'r cyfleuster yn Abertawe, gan nad oedd yn gallu negodi telerau masnachol hyfyw gydag un o'i gleientiaid allweddol. Gwn fod y cwmni yn awr yn ymgynghori â'r gweithwyr, ond a gawn wybod a yw'r gweithwyr wedi cael cynnig unrhyw gynlluniau gan Lywodraeth y Cynulliad i fwrw ymlaen ag unrhyw waith yn yr ardal, o gofio bod y swyddi hyn yn bwysig i'r economi leol?

Yn gynharach, yn ystod cwestiynau i'r Prif Weinidog, cododd Helen Mary Jones y mater arall yr oeddwn am ei godi gyda chi, sef ymdrin ag achosion unigol ceiswyr lloches. Newydd gael ymateb gan Asiantaeth Ffinau'r Deyrnas Unedig yr wyf i waith achos gennyf a gyfeiriwyd ati fis Ebrill diwethaf, ynglŷn â chais ceisiwr lloches i aros yng Nghymru. Mae'n destun pryder bod

formulated a view that Assembly Members are not able to raise non-devolved issues in such cases. Therefore, if we have issues with the Barnett formula or other things, does that also mean that AMs cannot raise these matters with UK Ministers? I ask for clarification from the Government on that issue, given that an investigation into the UK Border Agency is ongoing following allegations made by a whistleblower. If these cases are not being dealt with but we are not allowed to scrutinise the agency as Assembly Members, we need a better response than simply that we do not have the powers in Wales.

2.40 p.m.

Jane Hunt: In relation to the points that you raised about Ethnic Cuisine, officials are working closely with the company during the consultation period, exploring all possible options and offering full support during this difficult time for the workforce. The Department for the Economy and Transport is mobilising the full range of support possible for those employees under threat of losing their jobs. I am sure that further developments will be reported.

On your second point, the First Minister made a clear statement in the Chamber this afternoon in response to a question by Helen Mary Jones and assured us of his expectations of how non-devolved issues should be handled by UK Government Ministers and departments. I am sure that you were reassured by his statement.

Andrew R.T. Davies: I seek two statements, first from the Minister for transport. In questions last week, I sought an update from him on the number of road traffic officers that the Welsh Assembly Government has put in place since January. He kindly indicated that he would write to me with that information. Sadly, as many Members who were in the locality will be aware, there was a tragic accident on the M4 last Friday, which led to the closure of the M4 for some 10 hours, causing massive traffic disruption in the locality. I am not blaming any road traffic

yr Ysgrifennydd Cartref wedi penderfynu na chaiff Aelodau'r Cynulliad godi materion sydd heb eu datganoli mewn achosion o'r fath. Felly, os ydym yn anghytuno â materion megis fformiwla Barnett neu bethau eraill, a yw hynny hefyd yn golygu na chaiff ACau godi'r materion hyn gyda Gweinidogion y Deyrnas Unedig? Gofynnaf am eglurhad gan y Llywodraeth ynglŷn â hynny, gan fod ymchwiliad i Asiantaeth Ffiniau'r Deyrnas Unedig ar y gweill yn dilyn honiadau chwythwr chwiban. Onid ymdrinnir â'r achosion hyn ond ni chawn ni, Aelodau'r Cynulliad, graffu ar yr asiantaeth, mae angen gwell ymateb arnom na dim ond dweud nad yw'r pwerau gennym yng Nghymru.

Jane Hunt: O ran y pwyntiau a godwyd gennych am Ethnic Cuisine, mae swyddogion yn gweithio'n glòs gyda'r cwmni yn ystod y cyfnod ymgynghori, gan archwilio'r holl bosibiliadau a chan gynnig cefnogaeth lawn i'r gweithlu yn ystod y cyfnod anodd hwn. Mae'r Adran dros yr Economi a Thrafnidiaeth yn rhoi'r holl amrywiaeth o gymorth sy'n bosibl ar waith ar gyfer y gweithwyr hynny y mae eu swyddi o dan fygythiad. Yr wyf yn siŵr y cewch wybod am unrhyw ddatblygiadau.

O ran eich ail bwynt, rhoddodd y Prif Weinidog ddatganiad clir yn y Siambr y prynhawn yma wrth ymateb i gwestiwn gan Helen Mary Jones gan ein sicrhau ynglŷn â sut yr oedd yn disgwyl i Weinidogion ac adrannau Llywodraeth y Deyrnas Unedig ymdrin â materion sydd heb eu datganoli. Yr wyf yn siŵr bod ei ddatganiad wedi tawelu'ch meddwl.

Andrew R.T. Davies: Gofynnaf am ddau ddatganiad, y cyntaf gan y Gweinidog dros drafnidiaeth. Yn ystod y cwestiynau yr wythnos diwethaf, gofynnais iddo ddweud beth oedd y sefyllfa ddiweddaraf ynglŷn â nifer swyddogion traffig y ffyrdd y mae Llywodraeth y Cynulliad wedi'u rhoi ar waith ers mis Ionawr. Dywedodd yn garedig y byddai'n ysgrifennu ataf i roi'r wybodaeth imi. Yn anffodus, fel y gŵyr llawer o'r Aelodau a oedd yn yr ardal, bu damwain drasig ar yr M4 ddydd Gwener diwethaf, a chaewyd yr M4 am ryw 10 awr, gan darfu'n

or police officers in any way, as accidents cannot be foreseen, but Members would benefit from having a clear understanding of the relationship between road traffic officers and the police and also the other relevant agencies, to ensure that, when such accidents happen, the debris is removed from the motorway as quickly as possible so that traffic movement can be facilitated.

That closure had a massive impact on educational facilities, hospital facilities and many other parts of everyday life at the end of a busy week, and it caused much consternation. I was contacted by many people over the weekend, and I would like to think that the resources that are put in place work to best effect. It would be beneficial for us to have a statement and to get the facts from the Deputy First Minister, because the Welsh Assembly Government is responsible for the M4 as a key arterial route through south Wales.

Secondly, I highlight the issue of school reorganisation in the north-eastern part of Cardiff, particularly in relation to the Rumney recreation ground. I appreciate the role that the Minister has played in coming to a decision along with the local authority, but there is considerable disquiet among many people living in that locality over the process that has been undertaken. A key community asset is to be relinquished for a statutory function, in the form of the school that is to be built. However, at the moment, the community has unencumbered access to that community asset 24 hours a day, seven days a week. This institution and, particularly, the local Members would benefit from a statement from the Minister outlining exactly what role the Welsh Assembly Government and the Minister play, along with the local authority, in arriving at such key decisions, so that the community can have confidence that its observations and concerns are being addressed. From speaking to the Rumney Recreation and Eastern Leisure Action Group and many other community organisations, I know that they feel disconnected from a process that has taken away a key community facility.

ofnadwy ar y traffig yn yr ardal. Nid wyf yn beio'r un swyddog traffig na'r heddlu o gwbl, oherwydd nid oes modd rhagweld damweiniau, ond byddai'n fuddiol petai'r Aelodau'n gallu deall yn glir beth yw'r berthynas rhwng swyddogion traffig y ffyrdd a'r heddlu a'r asiantaethau perthnasol eraill hefyd, er mwyn sicrhau, pan fydd damweiniau o'r fath yn digwydd, fod gweddillion y cerbydau yn cael eu symud oddi ar y draffordd cyn gynted ag sy'n bosibl er mwyn hwyluso llif y traffig.

Cafodd y cau hwnnw effaith enbyd ar gyfleusterau addysgol, cyfleusterau ysbytai a llawer agwedd arall ar fywyd beunyddiol ar ddiwedd wythnos brysur, gan achosi diflastod mawr. Cysylltodd llawer o bobl â mi dros y penwythnos, a hoffwn feddwl bod yr adnoddau a roddir ar waith yn sicrhau'r effaith orau. Byddai'n fuddiol inni gael datganiad a chael y ffeithiau gan y Dirprwy Brif Weinidog, oherwydd Llywodraeth y Cynulliad sy'n gyfrifol am yr M4, un o'r prif lwybrau drwy dde Cymru.

Yn ail, tynnaf sylw at fater ad-drefnu ysgolion yn rhan ogledd-ddwyreiniol Caerdydd, yn enwedig yng nghyswllt maes hamdden Tredelerch. Yr wyf yn sylweddoli'r rôl y mae'r Gweinidog wedi'i chwarae o ran gwneud penderfyniad ochr yn ochr â'r awdurdod lleol, ond mae llawer o bobl sy'n byw yn y gymdogaeth honno'n anfodlon iawn ar y broses a ddilynwyd. Collir un o asedau allweddol y gymuned at ddibenion swyddogaeth statudol, sef yr ysgol a adeileidir. Serch hynny, ar hyn o bryd, mae gan y gymuned yr hawl i ddefnyddio'r ased cymunedol hwnnw'n ddirwystr 24 awr y dydd, saith niwrnod yr wythnos. Byddai'n fuddiol i'r sefydliad hwn, ac yn enwedig i'r Aelodau lleol, gael datganiad gan y Gweinidog yn dweud beth yn union oedd rôl Llywodraeth y Cynulliad a'r Gweinidog, ochr yn ochr â'r awdurdod lleol, wrth wneud penderfyniadau mor allweddol, er mwyn i'r gymuned deimlo'n ffyddiog bod sylw'n cael ei roi i'w sylwadau a'i phryderon. O siarad â Grŵp Gweithredu Maes Hamdden Tredelerch a Chanolfan Hamdden y Dwyrain a llawer o fudiadau eraill yn y gymuned, gwn eu bod yn teimlo nad oes ganddynt gysylltiad â'r broses sydd wedi dwyn cyfleuster cymunedol

allweddol oddi arnynt.

Jane Hutt: I am sure that, in the letter that he will write to you about the role of road traffic officers and their important partnership with the police when it comes to fatalities, as happened in the tragic accident that closed the M4 for that period, the Deputy First Minister and Minister for the Economy and Transport will take the latest situation into account and that will inform his reply.

Jane Hutt: Yr wyf yn siŵr, yn y llythyr y bydd yn ei ysgrifennu atoch ynglŷn â rôl swyddogion traffig y ffyrdd a'u partneriaeth bwysig â'r heddlu pan fydd damweiniau anghueol, fel yn y ddamwain drasig a gaeodd yr M4 am y cyfnod hwnnw, y bydd y Dirprwy Brif Weinidog a'r Gweinidog dros yr Economi a Thrafnidiaeth yn ystyried y sefyllfa ddiweddaraf ac y bydd yn ymateb ar sail hynny.

On the second question that you raised, it is important that you return to the guidance on addressing surplus places, which is included in 'School Organisation Proposals: Welsh Assembly Government Circular No: 021/2009', which was issued in September 2009 as a result of extensive consultation, including committee scrutiny. That guidance was updated and clearly communicated to local authorities how they needed to plan the provision of school places properly and take on board wider issues in relation to community impacts.

O ran yr ail gwestiwn a godwyd gennych, mae'n bwysig ichi ddychwelyd at y canllawiau ynglŷn â mynd i'r afael â lleoedd gwag, sydd wedi'u cynnwys yn 'Cynigion Trefniadaeth Ysgolion: Cylchlythyr Llywodraeth Cynulliad Cymru Rhif: 021/2009', a gyhoeddwyd ym mis Medi 2009 yn sgîl ymgynghori cynhwysfawr, gan gynnwys craffu gan bwyllgor. Diweddarwyd y canllawiau hynny gan gyfleu'n glir i awdurdodau lleol sut yr oedd angen iddynt gynllunio'n iawn ar gyfer darparu lleoedd mewn ysgolion ac ystyried materion ehangach yng nghyswllt yr effaith ar y gymuned.

Datganiad am Bolisi Prisio Alcohol Statement on Alcohol Pricing Policy

The Minister for Health and Social Services (Edwina Hart): As we know, alcohol is a major preventable cause of death and illness in Wales. The issue has been raised a number of times during oral questions, and I am pleased to be making this statement today. The statistics tell us that 45 per cent of adults in Wales drink more than the recommended daily amounts at least once a week, and that more than a quarter binge-drink every week, that between 3 and 5 per cent of all absences from work are alcohol-related, that around 1,000 deaths are attributable to alcohol per year in Wales and that almost half of all violence is linked to alcohol. These are shocking figures, but even they do not do justice to the human misery that is caused by alcohol misuse—the individuals whose health is damaged, the families that are blighted by alcohol-related domestic abuse, and the communities suffering from the crime and anti-social

Y Gweinidog dros Iechyd a Gwasanaethau Cymdeithasol (Edwina Hart): Fel y gwyddom, mae alcohol yn gyfrifol am lawer o farwolaethau a salwch yng Nghymru a byddai modd osgoi llawer o'r achosion hynny. Mae'r mater wedi'i godi sawl gwaith yn ystod cwestiynau llafar, ac yr wyf yn falch o roi'r datganiad hwn heddiw. Dywed yr ystadegau wrthym fod 45 y cant o oedolion yng Nghymru'n yfed mwy na'r hyn a argymhellir o leiaf unwaith yr wythnos, a bod mwy na'u chwarter yn goryfed mewn pyliau bob wythnos, fod rhwng 3 a 5 y cant o'r holl absenoldebau o'r gwaith yn gysylltiedig ag alcohol, fod tua 1,000 o farwolaethau'n digwydd oherwydd alcohol bob blwyddyn yng Nghymru a bod bron hanner yr holl drais yn gysylltiedig ag alcohol. Mae'r ffigurau hyn yn syfrdanol, ond nid yw'r rhain hyd yn oed yn gwneud cyfiawnder â'r trallod dynol a achosir yn sgîl camddefnyddio alcohol—yr unigolion y niweidir eu hiechyd, y teuluoedd

behaviour that is all too often associated with the excessive consumption of alcohol.

These figures also begin to suggest the significant burden that alcohol misuse places on our public services, in particular the health service. The cost to our NHS is between £70 million and £85 million. In the coming years, when we will need to do more with less, we must tackle robustly all the public health issues that increase these burdens on our NHS, and we know that alcohol is one of the biggest causes of preventable ill health that we face. That is why, as Minister for health, I am determined that we should tackle alcohol misuse with every tool at our disposal. I know that there is consensus across the Chamber on this.

Some people will tell you that excessive alcohol intake is somehow part of our character—just the way that it has always been. That is a message of defeat. It suggests that we should just focus our attention on picking up the pieces, rather than tackling the root causes. I do not accept this analysis. Alcohol has always been part of our culture, but it has not always dominated it in the way that it now seems to do. It is not the case that we have always drunk so much: in 1947, we consumed approximately 3.5 litres of pure alcohol per head; that has now risen to 9.5 litres.

What has changed? Many factors have contributed to the increase in alcohol consumption, but there is no doubt that alcohol is now far more affordable. It has increased in price, but that increase has been dwarfed by increases in our income. In recent years, we have seen a much wider availability of cheap alcohol, through discounting in supermarkets—including so-called loss leaders—and through irresponsible promotions in some of our bars and clubs. Some studies have found alcohol to be on sale for as little as 11p per unit. At that price, a woman can drink three times the

sy'n wynebu malltod y cam-drin yn y cartref sy'n gysylltiedig ag alcohol, a'r cymunedau sy'n dioddef yn sgîl y troseddu a'r ymddygiad gwrthgymdeithasol sydd yn rhy aml o lawer yn gysylltiedig â goryfed alcohol.

Mae'r ffigurau hyn hefyd yn awgrymu i raddau faint o faich y mae camddefnyddio alcohol yn ei roi ar ein gwasanaethau cyhoeddus, yn enwedig ar y gwasanaeth iechyd. Mae'r gost i'n GIG rhwng £70 miliwn ac £85 miliwn. Yn y blynyddoedd nesaf, pan fydd angen inni gyflawni mwy â llai o arian, rhaid inni fynd ati â'n deg ewin i fynd i'r afael â'r holl faterion iechyd cyhoeddus sy'n cynyddu'r baich ar ein GIG, a gwyddom mai alcohol yw un o'r problemau mwyaf a wynebwn o ran ei fod yn achosi cymaint o afiechyd y gellid ei osgoi. Dyna pam, a minnau'n Weinidog dros iechyd, yr wyf yn benderfynol o ddefnyddio pob arf sydd gennym i fynd i'r afael â chamddefnyddio alcohol. Gwn fod consensws ynglŷn â hyn ar draws y Siambr.

Bydd rhai pobl yn dweud wrthyhch fod goryfed alcohol rywsut yn rhan o'n cymeriad—mai felly y bu erioed. Derbyn ei fod wedi'n trechu yw hynny. Mae'n awgrymu na ddylem wneud dim mwy na chanolbwyntio'n sylw ar ymdrin â'r niwed, yn hytrach na mynd i'r afael â gwraidd y broblem. Nid wyf yn derbyn y dadansoddiad hwn. Mae alcohol wedi bod yn rhan o'n diwylliant erioed, ond nid i'r un graddau ag y mae erbyn hyn i bob golwg. Nid yw'n wir ein bod wedi yfed cymaint erioed: yn 1948, yr oeddem yn yfed tua 3.5 litr o alcohol pur y pen; mae hynny bellach wedi codi i 9.5 litr.

Beth sydd wedi newid? Mae llawer o ffactorau wedi cyfrannu at yfed mwy o alcohol, ond nid oes amheuaeth nad yw alcohol bellach yn llawer mwy fforddiadwy. Mae ei bris wedi codi, ond mae'r cynnydd hwnnw'n bitw o'i gymharu â'r cynnydd yn ein hincwm. Yn y blynyddoedd diwethaf, yr ydym wedi gweld bod alcohol rhad ar gael yn haws o lawer, wrth i'r archfarchnadoedd ostwng ei bris—gan gynnwys ei werthu ar gollod er mwyn cynyddu gwerthiant—ac wrth i rai o'n bariau a'n clybiau ei hyrwyddo mewn ffordd anghyfrifol. Mae rhai astudiaethau wedi canfod bod alcohol ar

recommended limit for under £1 a day.

In some ways, it is common sense that lower prices lead to more consumption. There is now strong evidence to support this assertion. Major reports produced by the Institute of Alcohol Studies and by the University of Sheffield have demonstrated that increases in affordability of alcohol lead to increases in consumption. They have also shown that increasing the price of alcohol will reduce consumption, particularly among young people, binge drinkers and harmful drinkers who are dependent on alcohol. Therefore, we believe that there is now a strong case for the introduction of a minimum price for alcohol.

What can we do about this in Wales? Our substance misuse strategy sets out our determination to tackle the harms associated with alcohol misuse, and commits us to press for robust action to tackle the availability of alcohol. That includes stricter rules on the promotion of alcohol, consideration of reducing demand by introducing minimum pricing, and increased taxation, linking levels of tax more closely to alcohol strength. We do not currently have the powers to implement these changes ourselves. Our focus has been on making the case to the UK Government. My ministerial colleagues and I have written on a number of occasions to highlight these issues, and I believe that opinion is swinging our way. In recent months, we have seen calls for minimum pricing from the British Medical Association, the National Institute for Health and Clinical Excellence and the Parliamentary Health Select Committee.

What would this mean for our citizens? In his annual report in 2008, Sir Liam Donaldson, the Chief Medical Officer for England, called for the introduction of a minimum price per unit of 50p. He suggested that, after 10 years, this would be expected to reduce the annual number of deaths from alcohol-related causes in England by over a quarter. The Scottish

werth am gyn lleied ag 11 ceiniog yr uned. Am y pris hwnnw, gall menyw yfed cymaint deirgwaith â'r terfyn a argymhellir am lai na £1 y diwrnod.

Mewn ambell ffordd, mae'n synnwyr cyffredin bod prisiau is yn arwain at yfed mwy. Mae tystiolaeth gref bellach i gefnogi'r honiad hwn. Dangosodd adroddiadau pwysig a gynhyrchwyd gan y Sefydliad Astudiaethau Alcohol a chan Brifysgol Sheffield fod alcohol mwy fforddiadwy'n arwain at yfed mwy ohono. Maent wedi dangos hefyd y bydd cynyddu pris alcohol yn arwain at yfed llai ohono, yn enwedig gan bobl ifanc, pobl sy'n goryfed mewn pyliau a phobl sy'n yfed mewn ffordd niweidiol ac sy'n ddibynnol ar alcohol. Felly, credwn fod dadl gref bellach dros gyflwyno isafswm pris ar gyfer alcohol.

Beth y gallwn ei wneud ynglŷn â hyn yng Nghymru? Mae ein strategaeth camddefnyddio sylweddau yn dweud ein bod yn benderfynol o fynd i'r afael â'r niwed sy'n gysylltiedig â chamddefnyddio alcohol ac mae'n golygu ein bod yn ymrwmo i bwysio am gamau cadarn i fynd i'r afael â pha mor rhwydd yw cael gafael ar alcohol. Mae hynny'n cynnwys rheolau mwy llym ynglŷn â hyrwyddo alcohol, ystyried lleihau'r galw drwy gyflwyno isafswm pris, a chodi'r dreth, gan sicrhau gwell cysylltiad rhwng lefel y dreth a chryfder yr alcohol. Nid yw'r pwerau gennym ar hyn o bryd i roi'r newidiadau hyn ar waith ein hunain. Yr ydym wedi bod yn canolbwyntio ar gyflwyno'r dadl i Lywodraeth y Deyrnas Unedig. Mae fy nghyd-Weinidogion a minnau wedi ysgrifennu droeon i dynnu sylw at y materion hyn, a chredaf fod y farn yn pendilio i'n cyfeiriad. Yn ystod y misoedd diwethaf, yr ydym wedi gweld galw am isafswm pris o du Cymdeithas Feddygol Prydain, y Sefydliad Cenedlaethol dros Iechyd a Rhagoriaeth Glinigol a'r Pwyllgor Dethol Seneddol ar Iechyd.

Beth y byddai hyn yn ei olygu i'n dinasyddion? Yn ei adroddiad blynyddol yn 2008, galwodd Syr Liam Donaldson, Prif Swyddog Meddygol Lloegr, am gyflwyno isafswm pris yr uned, sef 50c. Awgrymodd, ar ôl 10 mlynedd, y byddai disgwyl i hyn sicrhau dros chwarter yn llai o farwolaethau oherwydd alcohol bob blwyddyn yn Lloegr.

Government has commissioned work that suggests that a minimum price of 40p would result in a fall in alcohol-related deaths in Scotland of about 70 in the first year, and about 370 per year after 10 years—a drop of nearly 20 per cent.

We do not have specific figures for Wales, but this evidence suggests that, after 10 years, a minimum unit price of between 40p and 50p could reduce the number of alcohol-related deaths in Wales by 20 to 25 per cent. This would equate to 200 to 250 fewer deaths per year after 10 years. That is why my own chief medical officer, Dr Tony Jewell, has also called for the introduction of minimum pricing. Some argue that a minimum price penalises all drinkers, not just those who drink to excess. I do not accept this argument; the impact on those who drink within sensible guidelines will be small, and the work commissioned by the University of Sheffield suggested that a minimum price of 40p per unit would cost a moderate drinker about an extra 11p per week. It is those who drink a lot more—particularly young people—who will notice the difference, and will, therefore, hopefully moderate the amount that they consume.

2.50 p.m.

Tackling alcohol-related harm is not just about price, of course; it is about education and prevention, about better information for consumers and support for those with alcohol problems. We have invested heavily in these areas; our substance-misuse budget now stands at £52.6 million. To help people understand the health risks associated with exceeding safe drinking limits, we are using screening and brief interventions in primary care and during hospital admissions, with nurses in accident and emergency departments being trained to give advice to binge drinkers on sensible alcohol consumption.

However, prevention is better than cure. We are working with further and higher education colleges to reduce alcohol harms,

Mae Llywodraeth yr Alban wedi comisiynu gwaith sy'n awgrymu y byddai lleiafswm pris o 40c yn peri bod gostyngiad o 70 yn nifer y marwolaethau cysylltiedig ag alcohol yn yr Alban yn y flwyddyn gyntaf, a thua 370 y flwyddyn ar ôl 10 mlynedd—gostyngiad o tua 20 y cant.

Nid oes gennym ffigurau penodol ar gyfer Cymru, ond mae'r dystiolaeth hon yn awgrymu, ar ôl 10 mlynedd, y gallai pennu isafswm pris yr uned rhwng 40c a 50c ostwng nifer y marwolaethau cysylltiedig ag alcohol yng Nghymru rhwng 20 a 25 y cant. Byddai hyn yn cyfateb i rhwng 200 a 250 yn llai o farwolaethau bob blwyddyn ar ôl 10 mlynedd. Dyna pam mae fy mhrif swyddog meddygol i, Dr Tony Jewell, hefyd wedi galw am gyflwyno isafswm pris. Mae rhai'n dadlau bod isafswm pris yn cosbi pawb sy'n yfed, nid dim ond y rhai sy'n goryfed. Nid wyf yn derbyn y ddadl hon; bach fydd yr effaith ar y rhai sy'n yfed o fewn canllawiau synhwyrol, ac awgrymai'r gwaith a gomisiynwyd gan Brifysgol Sheffield y byddai isafswm pris o 40c yr uned yn costio tua 11c yr wythnos yn ychwanegol i yfwr cymedrol. Y rhai sy'n yfed llawer mwy—yn enwedig pobl ifanc—a fydd yn sylwi ar y gwahaniaeth, ac a fydd, felly, gobeithio, yn yfed llai.

Nid â phris yn unig y mae a wnelo mynd i'r afael â'r niwed sy'n gysylltiedig ag alcohol, wrth gwrs; mae a wnelo ag addysg ac ag atal, a rhoi gwell gwybodaeth i ddefnyddwyr a chymorth i'r rhai a chanddynt broblemau gydag alcohol. Yr ydym wedi buddsoddi'n helaeth yn y meysydd hyn; mae ein cyllideb ar gyfer camddefnyddio sylweddau bellach yn £52.6 miliwn. I helpu pobl i ddeall y peryglon i'w hiechyd sy'n gysylltiedig â chroesi'r trothwyon yfed diogel, yr ydym yn defnyddio sgrinio ac ymyriadau byr mewn gofal sylfaenol ac wrth dderbyn pobl i'r ysbyty. Mae nyrsys yn yr adrannau damweiniau ac achosion brys yn cael eu hyfforddi i roi cyngor i yfwyr sy'n goryfed mewn pyllau ynglŷn ag yfed yn gall.

Serch hynny, gwell rhwystro'r clwy na'i wella. Yr ydym yn gweithio gyda cholegau addysg bellach ac uwch i leihau'r niwed yn

and we will soon be consulting on good-practice guidelines for this sector. We are also working with the National Union of Students in Wales to look at the opportunities for student unions to promote the sensible drinking message among university students. We want to ensure that parents understand the impact that their own drinking can have on their children, and we are supporting Gwent Police to pilot a series of parenting evenings to raise awareness of the consequences of the harmful use of alcohol and other drugs, illegal or otherwise. We have also established strengthening families' programmes in seven areas; these aim to strengthen the protective factors in families that can help to prevent alcohol misuse by young people.

The Welsh Assembly Government has worked very hard to tackle alcohol misuse using all of the means at its disposal, and will continue to do so. However, it is important that we do not ignore the evidence that making alcohol a little less affordable has the potential to significantly reduce the blight of alcohol misuse on our society. If we do not see the action that we want at the UK level very soon, the time will come when we seek more powers to act ourselves.

Andrew R.T. Davies: I thank the Minister for this statement. In this Chamber I have heard many Members from all parties raising their concerns about alcohol-related issues in their constituencies, and the related long-term health concerns that can potentially inflict damage on families. My wife was a community midwife, and I can vividly recall many of the examples of domestic violence that, sadly, she encountered on her visits, particularly after the large-scale events that we normally associate with pleasurable experiences, such as six nations rugby matches. There is a spike in the incidents of domestic violence caused by the abuse of alcohol associated with these events. Many of us consume alcohol in a sociable environment, but in certain situations this consumption has a massive social impact and a detrimental impact on families.

sgîl alcohol, a byddwn cyn bo hir yn ymgynghori ynglŷn â chanllawiau arferion da ar gyfer y sector hwn. Yr ydym hefyd yn gweithio gydag Undeb Cenedlaethol y Myfyrwyr yng Nghymru i edrych ar y cyfleoedd i undebau myfyrwyr hyrwyddo'r neges ynghylch yfed yn gall ymhlith myfyrwyr prifysgol. Yr ydym am sicrhau bod rhieni'n deall yr effaith y gall eu hyfed hwy eu hunain ei chael ar eu plant, ac yr ydym yn cefnogi Heddlu Gwent i dreialu cyfres o nosweithiau rhianta i godi ymwybyddiaeth o ganlyniadau defnyddio alcohol a chyffuriau eraill, cyfreithlon neu beidio, mewn ffordd niweidiol. Yr ydym hefyd wedi sefydlu rhaglenni cryfhau teuluoedd mewn saith ardal; nod y rhain yw cryfhau'r ffactorau gwarchodol mewn teuluoedd sy'n gallu helpu i atal pobl ifanc rhag camddefnyddio alcohol.

Mae Llywodraeth y Cynulliad wedi gweithio'n galed iawn i fynd i'r afael â chamddefnyddio alcohol, gan ddefnyddio pob cyfrwng sydd ar gael iddi, a bydd yn parhau i wneud hynny. Serch hynny, mae'n bwysig nad ydym yn anwybyddu'r dystiolaeth y gallai gwneud alcohol ychydig yn llai fforddiadwy leihau'n sylweddol falltodd camddefnyddio alcohol ar ein cymdeithas. Oni welwn y camau y dymunwn eu gweld ar lefel y Deyrnas Unedig yn fuan iawn, daw'r adeg inni geisio mwy o bwerau i weithredu'n hunain.

Andrew R.T. Davies: Diolch i'r Gweinidog am y datganiad hwn. Yn y Siambr hon, yr wyf wedi clywed llawer o Aelodau o bob plaid yn codi eu pryderon ynglŷn â materion sy'n gysylltiedig ag alcohol yn eu hetholaethau, a'r problemau iechyd hirdymor cysylltiedig a all wneud difrod i deuluoedd. Yr oedd fy ngwraig yn fydwrraig yn y gymuned, ac mae gennyf gof byw am lawer o'r enghreifftiau o drais yn y cartref y daeth hi ar eu traws yn anffodus yn ystod ei hymweliadau, yn enwedig ar ôl y digwyddiadau mawr y byddwn fel rheol yn eu cysylltu â phrofiadau pleserus, megis gemau rygbi'r chwe gwlad. Mae'n amlwg bod nifer y digwyddiadau trais domestig a achosir yn sgîl y camddefnyddio alcohol sy'n gysylltiedig â'r digwyddiadau hyn ar gynydd. Bydd llawer ohonom yn yfed alcohol mewn cyd-destun cymdeithasol, ond o dan rai amgylchiadau, caiff yr yfed hwn

effaith gymdeithasol enbyd a dylanwad niweidiol ar deuluoedd.

The statement touches on the widespread support given to various initiatives across the United Kingdom by the medical profession and from the point of view of regulation and policing. While acknowledging that there is a limit to what we can do in Wales with the powers that are available to us, this should not stop us from trying to progress the argument and make the case that alcohol consumption and social responsibility can go hand in hand.

The Minister is quite right to point out that the strengthening of alcohol content in many of the alcoholic drinks that are consumed today has caused a massive acceleration in the irresponsible behaviour of certain sections of our society. One of the key factors that I believe causes so many problems—although it is outside the remit of this institution—is the widespread and glamorous marketing of many of the stronger alcoholic beverages that may be consumed, albeit in small quantities. It is hard to push a public health message when such a large marketing budget is geared towards creating social acceptance of high-strength drinks. I would be most encouraged to hear what action the Minister is taking to negotiate with colleagues in London to secure a joined-up approach, so that public money spent on the public health message is not counteracted proactively by a large advertising budget in the drinks sector. That advertising budget has to be used in a socially responsible way, and that is something that we need to look at.

Secondly, we need to look at the massive impact on many of our services, which have to pick up the cost of alcohol-related problems. I do not profess to be an expert, but this is surely a field where we should be looking to recoup costs where they can be attributed to alcohol, drug or substance misuse—if such misuse is creating the demand for the service. I would be grateful if the Minister could explain whether there is mechanism, such as the motor insurance model, whereby people seek to claim back

Mae'r datganiad yn crybwyll y gefnogaeth eang a roddir i amrywiol gynlluniau ledled y Deyrnas Unedig gan y proffesiwn meddygol ac o safbwynt rheoleiddio a phlisma. Er fy mod yn cydnabod bod terfyn ar yr hyn y gallwn ei wneud yng Nghymru gyda'r pwerau sydd ar gael inni, ni ddylai hyn ein hatal rhag ceisio hyrwyddo'r ddadl a chyflwyno'r achos y gall yfed alcohol a chyfrifoldeb gymdeithasol fynd law yn llaw.

Mae'r Gweinidog yn llygad ei lle bod cryfhau'r alcohol mewn llawer o'r diodydd alcoholaidd a yfir heddiw yn gyfrifol am waethygu'n ddybryd ymddygiad anghyfrifol rhai carfanau yn ein cymdeithas. Un o'r ffactorau allweddol sy'n achosi cynifer o broblemau yn fy marn i—er ei fod y tu hwnt i gylch gorchwyl y sefydliad hwn—yw'r marchnata mawr ar lawer o'r diodydd alcoholaidd cryfach, diodydd na ddylid ond yfed ychydig ohonynt, a'u gwneud mor ddeniadol i bobl. Mae'n anodd hyrwyddo neges iechyd cyhoeddus yn wyneb cyllideb marchnata mor fawr sydd â'r nod o greu sefyllfa lle y bydd diodydd mor gryf yn cael eu derbyn ar lefel gymdeithasol. Byddai'n dda iawn gennyf glywed pa gamau y mae'r Gweinidog yn eu cymryd i negodi â'i chyd-Weinidogion yn Llundain i sicrhau ymagwedd gydgyssylltiedig, fel nad yw'r arian a werir ar y neges iechyd cyhoeddus yn cael ei gwrthweithio'n rhagweithiol gan gyllideb hysbysebu fawr y sector diodydd. Rhaid defnyddio'r gyllideb hysbysebu honno mewn ffordd gyfrifol yn gymdeithasol, ac mae hynny'n rhywbeth y mae angen inni edrych arno.

Yn ail, mae angen inni edrych ar yr effaith enfawr ar lawer o'n gwasanaethau, sydd yn gorfod talu am gost problemau cysylltiedig ag alcohol. Nid wyf yn honni bod yn arbenigwr, ond siawns nad yw hwn yn faes lle y dylem fod yn ceisio adennill costau os oes modd eu priodoli i gamdefnyddio alcohol, cyffuriau neu sylweddau—os yw camdefnyddio o'r fath yn creu'r galw am y gwasanaeth. Byddwn yn ddiolchgar pe gallai'r Gweinidog esbonio a oes mecanwaith, megis y model yswirio

the cost of car accidents from the insurers. Is there any similar mechanism whereby people could insure themselves to cover the cost of alcohol-related problems? That would be a massive disincentive and would promote social responsibility; people would have to suddenly wake up to the fact that they will end up paying for their actions. I would be grateful for a response on that.

I accept the Minister's statement in good faith, but there is much work to be done to take these arguments forward, and I would like to hear how she and her officials are engaging with their counterparts across the United Kingdom, where the responsibility lies, to ensure that these actions are implemented. We must not be talking about this in two, five or 10 years' time, with budgets being drained from this institution; it is a problem that can be rectified. Thank you for your statement, Minister; I look forward to your answers.

Edwina Hart: I share your frustration, because we have a consensus at the Assembly on some of these issues, and that consensus is perhaps lacking across the UK. It is a serious issue that needs to be tackled. We have consistently pressed the UK Government for tougher action to tackle alcohol misuse, and in particular we have pressed the case for pursuing many of the issues that are listed in our strategy. As I indicated earlier, I will now look at the issues around devolved powers, and how we might be able to use any powers that we have, or perhaps any future powers, to tackle some of these issues.

You alluded to the issues around domestic abuse and violence, and we see peaks in such behaviour after so-called wonderful events, such as Wales winning at rugby and so on. However, on the other hand, that violence not only has an impact on the health service, but also the police, who have to deal with these individuals when they go out. There are social-responsibility issues around that, and

moduron, lle y bydd pobl yn ceisio adhawlio cost damweiniau car gan yr yswirwyr. A oes mecanwaith tebyg lle y gallai pobl godi yswiriant i'w gwarchod eu hunain thag cost problemau cysylltiedig ag alcohol? Byddai hynny'n anghymhelliad enfawr ac yn hyrwyddo cyfrifoldeb cymdeithasol; byddai'n rhaid i bobl sylweddoli'n sydyn y byddant yn gorfod talu am eu gweithredoedd maes o law. Byddwn yn ddiolchgar o gael ymateb i hynny.

Derbyniaf ddatganiad diffuant y Gweinidog ond mae llawer o waith i'w wneud i fwrw ymlaen â'r dadleuon hyn, a hoffwn glywed sut y mae hi a'i swyddogion yn ymwneud â'u cymheiriaid ar draws y Deyrnas Unedig, lle y mae'r cyfrifoldeb, i sicrhau bod y camau hyn yn cael eu rhoi ar waith. Rhaid inni beidio â bod yn sôn am hyn ymhen dwy, pum neu ddeng mlynedd eto, a chyllidebau'n cael eu sugno o'r sefydliad hwn; mae'n broblem y gellir ei datrys. Diolch ichi am eich datganiad, Weinidog; edrychaf ymlaen at eich atebion.

Edwina Hart: Yr wyf finnau, fel chithau, yn rhwystredig oherwydd bod gennym gonsensws yn y Cynulliad ynglŷn â rhai o'r materion hyn, ac nad yw'r un consensws hwnnw'n bod efallai ledled y Deyrnas Unedig. Mae'n broblem ddifrifol y mae angen mynd i'r afael â hi. Yr ydym wedi pwysu'n gyson ar Lywodraeth y Deyrnas Unedig i gymryd camau llymch i fynd i'r afael â chamddefnyddio alcohol, ac yr ydym wedi pwysleisio'n arbennig y ddatl o blaid mynd i'r afael â llawer o'r materion sydd wedi'u rhestru yn ein strategaeth. Fel yr awgrymais yn gynharach, edrychaf yn awr ar y materion sy'n ymwneud â phwerau datganoledig, a sut y gallem o bosibl ddefnyddio unrhyw bwerau sydd gennym, neu efallai unrhyw bwerau yn y dyfodol, i fynd i'r afael â rhai o'r materion hyn.

Soniasoch am y materion sy'n gysylltiedig â cham-drin a thrais domestig, a gwelwn gynnydd mewn ymddygiad o'r fath ar ôl digwyddiadau a elwir yn ddigwyddiadau gwych megis Cymru'n ennill gêm rygbi ac yn y blaen. Serch hynny, ar y llaw arall, nid dim ond ar y gwasanaeth iechyd y caiff y trais hwnnw effaith, ond ar yr heddlu hefyd, sy'n gorfod ymdrin â'r unigolion hyn pan

what we need to do.

One of the key areas for me has always been the advertising position, and the glamorisation of alcohol. I have consistently called for a ban on alcohol advertising, in the same way that there is a ban on tobacco advertising. I have been pleased with some progress from the UK Government; it has excluded alcohol from the proposals to allow product placement on some TV shows. We had reservations about the whole issue of product placement anyway, particularly if alcohol was included. You are quite right—it is important that we look at what more we can legally do across the piece. I would like to continue to push for the inclusion of public health as an objective of the licensing laws; that is an important area. Like you, I feel that there is a lot more work to be done there. We have been successful in the action that we took on tobacco products, and the no-smoking messages that we promoted, but you are right that there are cost implications. I will certainly ask my officials to do a more detailed analysis of the cost issues, and what we can do to recoup our costs, if that would be helpful to Members.

Val Lloyd: Thank you for your statement. Figures show that alcohol abuse is having an increasing effect on the health of the people of Wales and on its economy. Between 3 and 5 per cent of work absences are drink-related and, annually, 2,000 deaths in Wales are alcohol-related. Binge drinking particularly affects young people, who are more vulnerable to the irresponsible promotions run by some establishments. I read an interesting report from the YWCA that showed that young women from disadvantaged backgrounds were particularly prone to binge drinking. I listened attentively to the range of approaches that you outlined; given the importance of this issue, will you do everything that you can to ensure that the Welsh Assembly Government addresses this growing problem? I am really pleased that you intimated that, in the longer term, you would consider drawing down extra powers

fyddant yn mynd allan. Mae a wnelo hynny â chyfrifoldeb cymdeithasol, a'r hyn y mae angen inni ei wneud.

Un o'r meysydd allweddol i mi erioed fu'r sefyllfa hysbysebu, a'r ffordd y mae alcohol yn cael ei wneud mor ddeniadol. Yr wyf wedi galw'n gyson am wahardd hysbysebu alcohol, yn yr un modd ag y gwaharddwyd hysbysebu tybaco. Mae rhywfaint o gynnydd o du Llywodraeth y Deyrnas Unedig wedi fy mhlesio; mae wedi eithrio alcohol o'r cynigion i ganiatáu hysbysebu cynnyrch ar rai sioeau teledu. Yr oeddem yn amheus ynglŷn â holl fater hysbysebu cynnyrch beth bynnag, yn enwedig petai alcohol yn cael ei gynnwys. Yr ydych yn llygad eich lle—mae'n bwysig inni edrych ar beth yn rhagor y gallwn ei wneud o safbwynt y gyfraith drwyddi draw. Hoffwn barhau i bwysu am gynnwys iechyd cyhoeddus yn un o amcanion y cyfreithiau trwyddedu; mae hwnnw'n faes pwysig. Fel chithau, yr wyf yn teimlo bod llawer mwy o waith i'w wneud yn y fan honno. Yr ydym wedi llwyddo yn y camau a gymerasom gyda chynnyrch tybaco, a'r negeseuon dim ysmegu a hyrwyddwyd gennym, ond yr ydych yn iawn bod goblygiadau o ran costau. Yn sicr, gofynnaf i'm swyddogion ddadansoddi'r costau'n fwy manwl, a'r hyn y gallwn ei wneud i adennill ein costau, petai hynny'n gymorth i'r Aelodau.

Val Lloyd: Diolch ichi am eich datganiad. Dengys y ffigurau fod camddefnyddio alcohol yn cael effaith gynyddol ar iechyd pobl Cymru ac ar ei heconomi. Mae rhwng 3 a 5 y cant o absenoldebau o'r gwaith yn gysylltiedig ag yfed, a bob blwyddyn, mae, 2,000 o farwolaethau yng Nghymru yn gysylltiedig ag alcohol. Mae goryfed mewn pyliau'n effeithio'n arbennig ar bobl ifanc sy'n fwy agored i ddylanwad ymgyrchoedd hyrwyddo anghyfrifol gan rai sefydliadau. Darllenais adroddiad diddorol gan yr YWCA a oedd yn dangos bod merched ifanc o gefndiroedd diffreintiedig yn arbennig o debygol o oryfed mewn pyliau. Gwrandewais yn astud ar yr amrywiaeth o ddulliau a grybwyllwyd gennych; o ystyried pwysigrwydd y mater hwn, a wnewch bopeth a allwch i sicrhau bod Llywodraeth y Cynulliad yn mynd i'r afael â'r broblem gynyddol hon? Yr wyf yn falch dros ben eich

in order to do so.

Edwina Hart: You make a valid point. You only have to look at the amount of time that people lose from work because of alcohol-related issues that eventually lead to disciplinary action by the employer, and then it is a downward spiral for the individual. Therefore, it is important that we tackle these issues.

3.00 p.m.

With regard to alcohol, and particularly with regard to anti-social behaviour, we encourage our partners to use their existing powers. It is important to recognise that we need to tackle traders who persistently sell or supply alcohol to underage youngsters, or licensees who sell alcohol to individuals who are already intoxicated. It is also important to recognise the wider powers that we have in drink-banning Orders and designated public place Orders and with regard to noisy licensed premises. The key, particularly with younger individuals, is the prevention and education programmes that we are funding. There must be a holistic approach across many departments and agencies to ensure that people understand the dangers of excessive alcohol consumption and the implications for their long-term health.

Peter Black: I welcome what is a thoughtful statement from the Minister on this issue. However, uncharacteristically for the Minister, it did not draw any firm conclusions or make recommendations, but only set out the Government's general position on this issue.

I remain sceptical about some of the evidence that has been cited on the effect of a minimum pricing regime on alcohol consumption. At this stage, until we have a pilot scheme by which we can see the impact of such a regime, we have only a series of surveys and conjecture. That is not to say that the surveys are not valid, but the jury is still out on this. I am not ruling out my support if

bod wedi awgrymu y byddech, yn y tymor hwy, yn ystyried cael pwerau ychwanegol er mwyn gwneud hynny.

Edwina Hart: Mae eich pwynt yn un dilys. Nid oes yn rhaid ichi ond edrych ar faint o amser y bydd pobl yn ei gollu o'u gwaith oherwydd problemau cysylltiedig ag alcohol sydd, yn y pen draw, yn arwain at gamau disgyblu gan y cyflogwr, ac wedyn mae'r sefyllfa'n gwaethygu fwyfwy i'r unigolyn. Felly, mae'n bwysig inni fynd i'r afael â'r materion hyn.

O ran alcohol, ac yn enwedig o ran ymddygiad gwrthgymdeithasol, yr ydym yn annog ein partneriaid i ddefnyddio'r pwerau sydd ganddynt eisoes. Mae'n bwysig sylweddoli bod angen inni fynd i'r afael â masnachwyr sy'n mynnu gwerthu neu gyflenwi alcohol i bobl ifanc o dan oed, neu drwyddedeion sy'n gwerthu alcohol i unigolion sydd eisoes yn feddw. Mae'n bwysig hefyd sylweddoli'r pwerau ehangach sydd gennym ar ffurf Gorchmynion gwahardd yfed a Gorchmynion manau cyhoeddus dynodedig ac o ran safleoedd trwyddedu swnllyd. Yr allwedd, yn enwedig gydag unigolion iau, yw'r rhaglenni atal ac addysg yr ydym yn eu hariannu. Rhaid sicrhau ymagwedd gyfannol ar draws llawer o adrannau ac asiantaethau er mwyn sicrhau bod pobl yn deall peryglon yfed gormod o alcohol a'r goblygiadau i'w hiechyd yn y tymor hir.

Peter Black: Yr wyf yn croesawu datganiad meddylgar y Gweinidog ynglŷn â'r mater hwn. Serch hynny, yn wahanol i'r arfer, ni chawsom ganddi yr un casgliad cadarn nac argymhelliad, dim ond safbwynt cyffredinol y Llywodraeth at y mater hwn.

Yr wyf yn dal yn amheus ynglŷn â rhywfaint o'r dystiolaeth a nodwyd ynglŷn ag effaith trefn isafswm pris ar yfed alcohol. Ar hyn o bryd, nes bod gennym gynllun peilot er mwyn inni weld effaith trefn o'r fath, dim ond cyfres o arolygon a dyfalu sydd gennym. Nid yw hynny'n golygu nad yw'r arolygon yn ddilys, ond nid yw'r darlun yn glir eto. Nid wyf yn dweud na fyddwn yn cefnogi hyn

there is evidence to show that this will be effective. We must bear in mind that one reason why the taxation on alcohol is so high and why we wonder, with each new budget, how much will be put on the price of cigarettes and alcohol, is because the demand for those products is relatively inelastic. Increasing the prices of those products tends not to have as big an impact on demand as it would for other products. I think that the same will apply to a minimum pricing regime.

I note that the UK Government has brought in new mandatory licensing conditions, which came into force on 6 April this year, to ban irresponsible promotions and the dispensing of alcohol directly into the mouth and to ensure that tap water is available free to customers, which are welcome. From October of this year, a further two conditions will be introduced with regard to age verification and the need for all premises to ensure that customers have the opportunity to choose smaller measures of beer, cider, spirits and wine. Those measures are welcome; however, we need to see the impact of them before we rush into anything too drastic in terms of minimum pricing or other measures. That is part of a holistic approach, whereby we are trying to deal with the promotion of alcohol as well as its availability. If that does not work, the cost of alcohol should perhaps be considered.

I have a few questions, Minister, about the strategy that you have set out. Some surveys have shown that almost three quarters of people under the age of 16 caught drinking in the street by police subsequently reduced their alcohol intake, and 38 per cent said that they had not drunk alcohol since being caught by the police. Given that evidence, and given the other evidence of the Government's anti-social behaviour initiatives, what additional support will you be giving to those sorts of initiatives to try to reduce the incidence of anti-social behaviour as a result of alcohol abuse? How will you tackle the general culture of alcohol consumption in society? As a child, the dangers of drugs were drummed into me by my parents, but no-one ever mentioned the dangers of alcohol. That is still the case, although alcohol is probably more dangerous

petai tystiolaeth i ddangos y bydd yn effeithiol. Rhaid inni gofio mai un rheswm pam mae'r dreth ar alcohol mor uchel a pham y byddwn yn meddwl, ym mhob cyllideb newydd, tybed faint o gynnydd a fydd ym mhris sigarennau ac alcohol, yw oherwydd bod y galw am y cynnyrch hwn yn gymharol anelastig. Nid yw cynyddu prisiau'r cynnyrch hwn yn tueddu i gael effaith mor fawr ar y galw ag a gâi ar gynnyrch arall. Credaf y bydd yr un peth yn wir am drefn isafswm pris.

Sylwaf fod Llywodraeth y Deyrnas Unedig wedi cyflwyno amodau trwyddedu gorfodol newydd, a ddaeth i rym ar 6 Ebrill eleni, i wahardd ymgyrchoedd hyrwyddo anghyfrifol a thywallt alcohol yn syth i'r geg ac i sicrhau bod dŵr tap ar gael am ddim i gwsmeriaid. Mae hyn i'w groesawu. O fis Hydref eleni, cyflwynir dau amod newydd o ran dilysu oedran a bod angen i bob eiddo trwyddedig sicrhau y rhoddir cyfle i gwsmeriaid ddewis mesur llai o gwrw, seidr, gwirodydd a gwin. Croesewir y mesurau hynny. Fodd bynnag, mae angen inni weld yr effaith a gânt cyn inni ruthro i wneud dim byd rhy eithafol o ran isafswm pris neu fesurau eraill. Mae hynny'n rhan o ymagwedd gyfannol, lle yr ydym yn ceisio ymdrin â hyrwyddo alcohol yn ogystal â pha mor rhwydd yw cael gafael arno. Oni fydd hynny'n gweithio, efallai y dyldid ystyried cost alcohol.

Mae gennyf ambell gwestiwn, Weinidog, ynglŷn â'r strategaeth yr ydych wedi'i hamlinellu. Mae rhai arolygon wedi dangos bod bron tri chwarter pobl o dan 16 oed a gaiff eu dal yn yfed ar y stryd gan yr heddlu wedi yfed llai o alcohol wedi hynny, a dywedodd 38 y cant nad oeddent wedi yfed alcohol o gwbl ers cael eu dal gan yr heddlu. O ystyried y dystiolaeth honno, ac o ystyried y dystiolaeth arall yn sgîl cynlluniau ymddygiad gwrthgymdeithasol y Llywodraeth, pa gymorth ychwanegol y byddwch yn ei roi i'r mathau hyn o gynlluniau i geisio lleihau nifer yr achosion o ymddygiad gwrthgymdeithasol yn sgîl camddefnyddio alcohol? Sut yr ewch i'r afael â diwylliant cyffredinol yfed alcohol yn y gymdeithas? Pan oeddwn yn blentyn, cefais fy rhybuddio am beryglon cyffuriau gan fy rhieni, ond ni soniodd neb erioed am

and deadly than drugs when you consider the number of deaths and illnesses arising from its misuse. Underage consumption of alcohol in the home is often seen acceptable and parents do not warn children about the dangers of alcohol as much as they warn them about the dangers of drugs, and the same also goes for schools. How are we trying to turn that around to improve education about the dangers of alcohol and to tackle that culture?

Edwina Hart: Thank you for your comments. I suppose that it was quite a thoughtful statement, because I am not sure that I have the answers to all of this and the approach that we need to take. A great deal of medical evidence, over the years, has favoured increasing alcohol prices and decreasing availability. I am guided by the views of the chief medical officer and people in that position. However, I think that you are right in saying that this is a much wider issue even than that. I have been pleased by the measures introduced by the UK Government, such as the ban on irresponsible promotions, and that customers must have access to free tap water and so forth, because those are things that we have lobbied the UK Government for as part of our ongoing dialogue with it on these particular issues.

You also make a wider point. It is quite true that parents will lecture about drugs, but not so many parents lecture about the dangers of alcohol. As a Government, we continue to contribute towards funding for the all-Wales schools core liaison programme, which now delivers a consistent programme on alcohol misuse to virtually all primary and secondary schools in Wales, including to some pupil referral units. I think that that has proved its worth.

Also, as I indicated in my statement, we are working with further and higher education and with the National Union of Students in Wales to look at opportunities with regard to student unions, and the messages that we can

beryglon alcohol. Mae hynny'n dal yn wir, er bod alcohol, mae'n debyg, yn fwy peryglus a marwol na chyffuriau pan ystyriwch nifer y marwolaethau a'r clefydau yn sgîl ei gamddefnyddio. Mae yfed alcohol o dan oed gartref yn aml yn cael ei ystyried yn dderbyniol ac ni fydd rhieni'n rhybuddio plant am beryglon alcohol i'r graddau y byddant yn eu rhybuddio am beryglon cyffuriau, ac mae'r un peth yn wir hefyd mewn ysgolion. Sut yr ydym yn ceisio newid hynny er mwyn gwella addysg ynglŷn â pheryglon alcohol a mynd i'r afael â'r diwylliant hwnnw?

Edwina Hart: Diolch am eich sylwadau. Efallai fod y datganiad yn un eithaf meddylgar oherwydd nad wyf yn siŵr a yw'r atebion gennyf i hyn i gyd a sut y mae angen mynd ati. Mae llawer iawn o dystiolaeth feddygol, dros y blynyddoedd, wedi bod o blaid cynyddu prisiau alcohol a'i gwneud yn anos cael gafael arno. Yr wyf yn cael fy arwain gan farn y prif swyddog meddygol a phobl yn y swydd honno. Serch hynny, credaf eich bod yn iawn yn dweud bod hwn yn fater ehangach o lawer na hynny hyd yn oed. Mae'r camau y mae Llywodraeth y Deyrnas Unedig wedi'u cymryd wedi fy mhlesio, megis y gwaharddiad ar hyrwyddo anghyfrifol, a bod yn rhaid darparu dŵr tap am ddim ar gyfer cwsmeriaid ac yn y blaen, oherwydd y mae'r rheini'n bethau yr ydym wedi lobïo Llywodraeth y Deyrnas Unedig i'w cael fel rhan o'n trafodaeth barhaus â hi ynglŷn â'r materion penodol hyn.

Yr ydych yn gwneud pwynt ehangach hefyd. Mae'n eithaf gwir y bydd rhieni'n pregethu ynglŷn â chyffuriau ond na fydd cynifer o rieni'n pregethu am beryglon alcohol. Yr ydym ni'r Llywodraeth yn parhau i gyfrannu at ariannu rhaglen graidd cyswllt ysgolion Cymru gyfan, sydd yn awr yn darparu rhaglen gyson am gamddefnyddio alcohol ar gyfer holl ysgolion cynradd ac uwchradd Cymru, fwy neu lai, gan gynnwys ar gyfer rhai unedau cyfeirio disgyblion. Credaf fod honno wedi profi ei gwerth.

Hefyd, fel yr awgrymais yn fy natganiad, yr ydym yn gweithio gyda sefydliadau addysg bellach ac uwch a chydag Undeb Cenedlaethol y Myfyrwyr yng Nghymru i edrych ar gyfleoedd gyda golwg ar undebau'r

get out in further education. We also support Gwent Police, which goes to a point that you raised, to pilot a series of parenting evenings to raise parents' awareness of the consequence of the harmful use of alcohol. It is important for parents to understand what they need to say to their children, and to raise awareness through the media. We are also looking at the issue of drinking at home. A campaign has been developed with images of houses, bars and pubs, because there is an issue about the alcohol that is being drunk at home and purchased in the household and then taken out by young people into the streets to share with their friends. This takes a holistic approach, but, during the coming months, I would wish to discuss with the devolved administrations, and the new incoming Government, how we can further deliver on this particular agenda, which is of enormous concern not only across the parties in the Assembly, but also to the public.

Helen Mary Jones: I endorse the comments that have already been made in welcoming the Minister's statement. It is clear to all of us that the depth of this problem within our community is such that no-one will have all of the answers. However, I think that we are also clear that we are united in seeking to address the issues and to deal with the ongoing problems that the overconsumption of alcohol can lead to. I welcome the Minister's position on minimum pricing. I hear what Peter Black says about an element of caution, but I would agree with the Minister that, in this regard, we need to be guided by the chief medical officers in both nations.

I wonder whether the Minister would also look at other issues relating to the restriction of supply. At the risk of sounding exceedingly old, when I was a teenager alcohol was sold in off-licences and nowhere else. It was therefore very much easier for the retailer to keep an eye on who was purchasing the alcohol and what was happening to it. I would certainly not advocate a return to that necessarily, but I wonder whether the Minister would give consideration as to whether—as has been put

myfyrwyr, a'r negeseuon y gallwn eu cyfleu ym maes addysg bellach. Yr ydym hefyd yn cefnogi Heddlu Gwent, sy'n berthnasol i bwynt a godwyd gennych, i dreialu cyfres o nosweithiau rhianta i godi ymwybyddiaeth rhieni o ganlyniad defnyddio alcohol mewn ffordd niweidiol. Mae'n bwysig i rieni ddeall beth y mae angen iddynt ei ddweud wrth eu plant, ac i godi ymwybyddiaeth drwy'r cyfryngau. Yr ydym hefyd yn edrych ar fater yfed gartref. Mae ymgyrch wedi'i datblygu gyda delweddau o dai, bariâu a thafarndai, oherwydd y mae'n broblem bod pobl yn yfed alcohol gartref a bod teuluoedd yn prynu alcohol a phobl ifanc wedyn yn mynd ag ef allan i'r strydoedd i'w rannu â'u ffrindiau. Mae angen ymagwedd gyfannol, ond, yn ystod y misoedd nesaf, hoffwn drafod gyda'r gweinyddiaethau datganoledig a chyda'r Llywodraeth newydd a fydd mewn grym, sut y gallwn wireddu'r agenda hon yn well. Mae'n destun pryder enfawr, nid dim ond i holl bleidiau'r Cynulliad, ond i'r cyhoedd hefyd.

Helen Mary Jones: Wrth groesawu datganiad y Gweinidog, yr wyf yn cyd-fynd â'r sylwadau sydd eisoes wedi'u gwneud. Mae'n amlwg i bawb ohonom fod y broblem hon cynddrwg yn ein cymunedau fel na fydd gan neb yr holl atebion. Fodd bynnag, credaf ei bod yn amlwg hefyd ein bod i gyd yn gytûn wrth geisio mynd i'r afael â'r materion dan sylw ac ymdrin â'r problemau parhaus y gall goryfed alcohol eu hachosi. Yr wyf yn croesawu safbwynt y Gweinidog ar bennu isafswm prisiau. Clywaf yr hyn sydd gan Peter Black i'w ddweud am fod yn bwylllog, ond byddwn yn cytuno â'r Gweinidog fod angen inni, yn yr achos hwn, ddilyn arweiniad prif swyddogion meddygol y ddwy wlad.

Tybed a allai'r Gweinidog hefyd edrych ar faterion eraill sydd ynghlwm wrth gyfyngu ar y cyflenwad? Gwn fod perygl imi ymddangos yn hynod o hen wrth ddweud hyn, ond dim ond mewn siopau trwyddedig y gwerthid alcohol pan oeddwn yn fy arddegau. Yr oedd felly yn rhwyddach o lawer i'r siopwr gadw golwg ar bwy oedd yn prynu'r alcohol ac ar yr hyn a ddigwyddai iddo. Yn sicr, ni fyddwn o anghenraid yn galw am ddychwelyd at y drefn honno. Serch hynny, tybed a allai'r Gweinidog ystyried—fel y mae rhai o'r

to me by some of the relevant voluntary organisations—it might be appropriate, if alcohol is being sold in a supermarket, that one needs to go to a particular part of the supermarket and purchase it separately, as one has to do when purchasing tobacco and lottery tickets, for example. We have had attempts to normalise alcohol use in our culture. The intention of initiatives such as 24-hour licensing was to try to create a cafe culture. We know that that has not been successful, for whatever reason, and we now need to think about ensuring that when people buy alcohol they are not buying it in the same way as they buy orange juice or milk, which is, too often, the situation now in our supermarkets. I would include myself and many of us, I am sure, in that.

I very much welcome what you had to say, Minister, about the preventative work that is taking place. I certainly know, from direct experience, that the programme in schools is very effective in terms of raising young people's awareness and making them really think not only about the immediate consequences, but the potential long-term consequences, socially and to their health, of the inappropriate use of alcohol. However, I am concerned—as we all must be—that, at a time when public spending will become more difficult, there may be an incentive to reduce the amount of money that we spend on prevention, and move that money into treatment. While I understand that no programme should be exempt from consideration when we have to make difficult decisions, I hope that the Minister will agree that preventative work should be protected as far as possible, partly because of the enormous support that that would provide to individuals, but also, as the Minister set out in her statement, because the long-term financial costs of alcohol misuse to the community and to public services are very great indeed. I fear that if we reduce the investment that we have been making over the years in prevention, we may turn back the clock and end up having to spend more, further down the line, on all kinds of public services to deal with the consequences.

3.10 p.m.

Andrew R.T. Davies is right to highlight the

sefydliadau gwirfoddol perthnasol wedi sôn wrthyf—a fyddai'n briodol, os yw alcohol yn cael ei werthu mewn archfarchnad, i rywun orfod mynd i ran benodol o'r archfarchnad i'w brynu ar wahân fel y mae'n rhaid gwneud wrth brynu tybaco a thocynnau loteri, er enghraifft. Ceisiwyd normaleiddio defnyddio alcohol yn ein diwylliant. Annog diwylliant o yfed hamddenol oedd nod camau megis trwyddedu 24 awr. Gwyddom nad yw hynny wedi bod yn llwyddiannus, am ba reswm bynnag, ac mae angen inni felly geisio sicrhau nad yw pobl yn prynu alcohol yn yr un modd ag y byddant yn prynu sudd oren neu laeth, sef y sefyllfa, yn rhy aml o lawer, yn ein harchfarchnadoedd bellach. Byddwn yn fy nghynnwys fy hun a nifer ohonom, yr wyf yn sicr ddigon, yn hynny.

Yr wyf yn croesawu'n fawr yr hyn a ddywedaso, Weinidog, am y gwaith ataliol sy'n cael ei wneud. Yn sicr, gwn o brofiad uniongyrchol fod y rhaglen yn yr ysgolion yn effeithiol iawn o ran codi ymwybyddiaeth pobl ifanc a gwneud iddynt feddwl yn ofalus nid yn unig am ganlyniadau camddefnyddio alcohol ar y pryd, ond hefyd am y canlyniadau posibl yn y tymor hir, yn gymdeithasol ac i'w hiechyd. Fel pawb, wrth i bethau fynd yn anos o ran gwariant cyhoeddus, yr wyf yn poeni y gallai hynny olygu gwario llai o arian ar atal, a symud yr arian i ddarparu triniaeth. Er fy mod yn deall na ddylid eithrio'r un rhaglen pan fydd yn rhaid inni wneud penderfyniadau anodd, yr wyf yn gobeithio y bydd y Gweinidog yn cytuno y dylid gwarchod gwaith ataliol hyd y gellir, yn rhannol oherwydd y cymorth dirfawr y byddai hynny'n ei roi i unigolion, ond hefyd, fel y dywedodd y Gweinidog yn ei datganiad, oherwydd bod cost camddefnyddio alcohol i'r gymuned ac i wasanaethau cyhoeddus yn hynod o uchel yn y tymor hir. Os tociwn y buddsoddi yr ydym wedi bod yn ei wneud dros y blynyddoedd mewn gwaith ataliol, mae arnaf ofn y byddwn yn troi'r cloc yn ei ôl ac yn gorfod gwario mwy, maes o law, ar bob math o wasanaethau cyhoeddus er mwyn ymdopi â'r canlyniadau.

Mae Andrew R.T. Davies yn llygad ei le'n

link between violence, and particularly domestic abuse—although not just domestic abuse—and alcohol misuse. Minister, what consideration have you and your Cabinet colleagues given to making specific links between the substance misuse prevention strategy and the violence against women prevention strategy? It seems to me that there may be some useful synergies in that regard in respect of public information and raising awareness. Linking the two issues might help to highlight both. I would be grateful if you could give further consideration to those issues.

Finally, I very much welcome the Minister's commitment to seek further powers for this institution if necessary. In the light of things that are happening elsewhere—I am trying to think of the right way to say this so that the Presiding Officer will allow me to refer to the fact that, one way or another, our Ministers will be negotiating with a new set of Ministers at a UK level in a few weeks' time—I would very much like to see action on an England-and-Wales level on issues such as minimum pricing and the reasonable restriction of supply. However, I would be concerned about any delays, as the Minister said. We know, for example, from our experience with the smoking ban, that the cancer and heart disease charities are able to give us figures for the number of Welsh citizens who died of secondary smoking-related diseases between the time when the Assembly wanted to introduce a smoking ban in public places and the time when we were finally able to do so. I am sure that the Minister will agree that it would be very sad indeed if the same situation were repeated in the case of preventative measures on alcohol abuse. In summary, I offer the Minister my support for the approach that she is taking and for the points that she has made about the fact that there will be much that we need to do and much that we can learn from Governments elsewhere about how to tackle most effectively what is a very serious problem in our communities.

Edwina Hart: It is important, if we are

pwysleisio'r cysylltiad rhwng trais, a thrais domestig yn benodol—er nad hwnnw'n unig—a chamddefnyddio alcohol. Weinidog, a ydych chi a'ch cyd-Weinidogion yn y Cabinet wedi ystyried creu cysylltiadau penodol rhwng y strategaeth i atal camddefnyddio sylweddau a'r strategaeth i atal trais yn erbyn menywod? Mae'n ymddangos i mi y gall fod cysylltiadau defnyddiol rhwng y ddwy o ran rhoi gwybodaeth i'r cyhoedd a chynyddu ymwybyddiaeth. Gallai creu cysylltiad rhwng y rhain helpu i dynnu sylw at y naill a'r llall. Byddwn yn ddiolchgar pe gallech ystyried y materion hyn ymhellach.

Yn olaf, yr wyf yn croesawu'n fawr ymrwymiad y Gweinidog i geisio cael rhagor o bwerau i'r sefydliad hwn, os bydd galw am hynny. Yn sgîl yr hyn sy'n digwydd mewn mannau eraill—yr wyf yn ceisio meddwl am y ffordd orau o ddweud hyn er mwyn i'r Llywydd ganiatáu imi gyfeirio at y ffaith, y naill ffordd neu'r llall, y bydd ein Gweinidogion yn trafod gyda grŵp newydd o Weinidogion ar lefel y Deyrnas Unedig ymhen wythnos neu ddwy—hoffwn yn fawr weld gweithredu ar lefel sy'n cynnwys Cymru a Lloegr ar faterion megis isafswm prisiau a chyfyngu ar y cyflenwad mewn ffordd resymol. Fodd bynnag, byddwn yn poeni am unrhyw oedi, fel y dywedodd y Gweinidog. Gwyddom, er enghraifft, yn sgîl ein profiad gyda'r gwaharddiad ar ysmegu, fod modd i'r elusennau canser ac afiechyd y galon roi ffigurau ar gyfer nifer y dinasyddion yng Nghymru a fu farw o afiechydon yn gysylltiedig ag ysmegu rhwng y cyfnod pan oedd y Cynulliad yn awyddus i gyflwyno gwaharddiad ar ysmegu mewn mannau cyhoeddus a'r adeg pan fu modd inni wneud hynny yn y pen draw. Yr wyf yn sicr y bydd y Gweinidog yn cytuno y byddai'n drist iawn pe bai'r un sefyllfa'n digwydd eto wrth geisio cyflwyno camau i atal camddefnyddio alcohol. I grynhoi, yr wyf yn cefnogi'r dull y mae'r Gweinidog yn ei ddilyn a'r pwyntiau a wnaeth am y ffaith y bydd llawer o waith o hyd i'w wneud a llawer y gallwn ei ddysgu gan Lywodraethau mewn mannau eraill ynghylch y ffordd fwyaf effeithiol o ymdrin â phroblem ddifrifol iawn yn ein cymunedau.

Edwina Hart: Os nad oes modd inni wneud

unable to make progress with the UK Government and others on taking a cross-UK approach, that we look at what our powers are and what further powers we would require to deliver on a whole range of issues on which there is consensus in the Chamber. I am minded, with your agreement, Presiding Officer, to come to Plenary with another statement, before the summer recess, updating the Assembly on any discussions that I am likely to have with the UK Government and others about how we can proceed with this policy agenda. Helen Mary has my assurance on that.

A key issue is the restriction of supply, and some of us can remember the days when our fathers went out to the off-licence to buy a bottle of sherry before Christmas, and came back with a bottle of sherry. Of course, it is not like that any more, given the availability of alcohol in supermarkets. Cases have been made to me about there needing to be a special area that you go into, so that you do not purchase alcohol when you go around buying milk and so on. Another point is that the offers should not be in your face as you go into the supermarket. There is an issue about the restriction of supply and whether that could be done by amendments to licensing laws and so on. Another scenario is the availability of alcohol all the way down high streets in small shops in small towns. You might ask whether we really need all those people selling alcohol, but in a rural area where there is perhaps only one shop, you would expect that shop to be able to sell alcohol. That is an area that requires further discussion.

The health service that we are developing in Wales is changing its course towards a prevention and primary-care agenda. I, like you, feel passionately that, when we have to take difficult decisions on spending, we should recognise that, if you take short-term decisions—and by ‘short-term’, I mean decisions for four or five years—the long-term harm can be enormous if you do not take the right decisions, particularly for this agenda. When you get into difficult times, people always say, ‘You must do something about the levels of staff’ and ask, ‘Do we

cynnydd gyda Llywodraeth y Deyrnas Unedig ac eraill er mwyn gweithio ledled y Deyrnas Unedig, mae'n bwysig inni edrych ar ein pwerau ac y pwerau ychwanegol y byddai eu hangen arnom er mwyn cyflawni pethau o ran nifer helaeth o faterion y mae consensws yn eu cylch yn y Siambr. Os cytunwch, Lywydd, yr wyf yn bwriadu gwneud datganiad arall gerbron y Cyfarfod Llawn, cyn toriad yr haf, i roi'r wybodaeth ddiweddaraf i'r Cynulliad am unrhyw drafodaethau yr wyf yn debygol o'u cael gyda Llywodraeth y Deyrnas Unedig ac eraill ynghylch sut y gallwn fwrw ymlaen â'r agenda bolisi hon. Yr wyf yn sicrhau Helen Mary ynghylch hynny.

Mae cyfyngu ar y cyflenwad yn fater o bwys, a gall rhai ohonom gofio'r dyddiau pan âi'n tatau i'r siop i brynu potelaid o sieri cyn y Nadolig, a dychwelyd gyda photelaid o sieri. Wrth gwrs, nid felly y mae hi bellach, gan fod alcohol ar gael yn yr archfarchnadoedd. Mae pobl wedi galw am sefydlu ardaloedd arbennig, fel nad ydych yn prynu alcohol wrth ichi fynd o gwmpas yn siopa am laeth ac yn y blaen. Pwynt arall yw na ddylai'r bargeinion fod mor amlwg wrth ichi fynd i mewn i'r archfarchnad. O ran cyfyngu ar y cyflenwad, byddai'n rhaid edrych i weld a fyddai modd gwneud hynny drwy ddiwygio'r gyfraith trwyddedu ac yn y blaen. Ffaith arall yw bod alcohol ar gael ym mhob man ar hyd y stryd fawr mewn siopau bach mewn trefi bach. Gallech ofyn a oes angen i'r holl bobl hynny fod yn gwerthu alcohol, ond mewn ardal wledig, lle nad oes ond un siop o bosibl, byddech yn disgwyl i'r siop honno allu gwerthu alcohol. Mae angen rhagor o drafodaeth am hynny.

Mae'r gwasanaeth iechyd yr ydym yn ei ddatblygu yng Nghymru yn newid cyfeiriad tuag at agenda sy'n canolbwyntio ar waith ataliol a gofal sylfaenol. Pan fydd yn rhaid inni wneud penderfyniadau anodd am wariant, teimlaf finnau, fel chithau, yn gryf y dylem gydnabod, drwy wneud penderfyniadau yn y tymor byr—ac wrth sôn am ‘dymor byr’, penderfyniadau am bedair neu bum mlynedd sydd gennyf dan sylw—y gall y difrod yn y tymor hir fod yn aruthrol oni wnewch y penderfyniadau iawn, yn enwedig ar gyfer yr agenda hon. Pan

need this technology?', whereas in fact those are some of the things that you need to protect. I feel passionately that we need to protect budgets that look at prevention, because prevention is much better than cure. I am currently looking at my budget in this regard. It is important that we see this as being essential. If we were successful in prevention, I would not have to give so much money to treatment services. The balance has to be there.

It is also important that we develop consensus on these issues and that we have the facts and figures. You make the point that there is discussion on what the minimum pricing could be, but I have had representations and seen papers that have all focused on the issue of minimum pricing. It may be helpful to Members if I circulate the reports that the chief medical officer has made available to me so that they can see the body of evidence that is developing before I make another statement before the summer recess.

Jeff Cuthbert: I welcome your statement, and I agree that binge drinking is a particularly serious problem, and not only for young people because, unfortunately, older people, who should know better, also engage in it. It is a particular problem for young people, however, because they get into bad habits. I also agree that that was not always the case. The development of alcoholic drinks such as alcopops, which undoubtedly have been developed by some brewing companies in order to attract young people from an early age to drinking and to being hooked on alcoholic drinks, is to be regretted. It is a matter for the industry to tackle.

I also accept that supermarkets bear a heavy responsibility here. It is possible to buy alcohol for as little as 15p a litre in some supermarkets, and that is not acceptable. However, in their defence, I will say that I have often noticed checkout staff refusing to sell alcohol to people who are clearly under age, or to those who are older and under the influence of alcohol—those staff should be applauded for doing so.

fyddwch yn wynebu cyfnodau anodd, bydd pobl bob amser yn dweud, 'Rhaid ichi wneud rhywbeth am lefelau'r staff' ac yn gofyn, 'A oes angen y dechnoleg hon arnom?' Mewn gwirionedd, dyna rai o'r pethau y mae angen eu gwarchod. Teimlaf yn gryf fod angen inni warchod cyllidebau gwaith ataliol, oherwydd gwell rhwystro'r clwy na'i wella. Yr wyf wrthi'n edrych ar fy nghyllideb yn hyn o beth. Mae'n bwysig inni weld hyn yn rhywbeth hanfodol. Drwy lwyddo i wneud gwaith ataliol, ni fyddai'n rhaid imi roi cymaint o arian ar gyfer gwasanaethau triniaethau. Rhaid cael cydbwysedd.

Mae'n bwysig hefyd inni ddatblygu consensws am y materion hyn a bod y ffeithiau a'r ffigurau gennym. Dywedwch fod pobl yn trafod yr isafswm prisiau posibl, ond yr wyf wedi clywed sylwadau ac wedi gweld papurau sydd i gyd wedi canolbwyntio ar isafswm prisiau. Efallai y byddai'n ddefnyddiol i'r Aelodau petawn yn rhoi copiau iddynt o'r adroddiadau y mae'r prif swyddog meddygol wedi'u rhoi imi er mwyn iddynt allu gweld y dystiolaeth sy'n datblygu cyn imi wneud datganiad arall cyn toriad yr haf.

Jeff Cuthbert: Yr wyf yn croesawu eich datganiad, a chytunaf fod goryfed mewn pyliau'n broblem hynod ddifrifol, ac nid yn unig ymysg pobl ifanc oherwydd, yn anffodus, mae pobl hŷn, a ddylai wybod yn well, hefyd yn gwneud hyn. Fodd bynnag, mae'n broblem arbennig i bobl ifanc, oherwydd eu bod yn meithrin arferion gwael. Cytunaf hefyd nad dyna fu'r sefyllfa erioed. Gresyn bod diodydd alcoholaidd fel alcopops, sy'n sicr wedi'u datblygu gan rai cwmnïau bragu er mwyn denu pobl i yfed yn ifanc ac i ddod yn or-hoff o ddiodydd alcoholaidd, wedi'u datblygu. Gwaith y diwydiant yw mynd i'r afael â hyn.

Derbyniad hefyd fod gan archfarchnadoedd gryn gyfrifoldeb yn hyn o beth. Mae'n bosibl prynu alcohol am gyn lleied â 15c y litr mewn rhai archfarchnadoedd, ac nid yw hynny'n dderbyniol. Fodd bynnag, a bod yn deg â hwy, dywedaf fy mod yn aml wedi sylwi ar staff ar y tiliau yn gwrthod gwerthu alcohol i bobl sy'n amlwg o dan oed, neu i'r rhai sy'n hŷn ac o dan ddylanwad alcohol—dylid eu canmol am wneud hynny.

I am also aware that many corner shops that sell alcohol are becoming more aware of their responsibilities. It is not always easy for them, because often irresponsible adults will buy alcohol and hand it over to under-age drinkers for the sake of a quiet life. I have often been asked, as I have approached my local corner shop, by youngsters offering me money to buy them alcohol and cigarettes. I always refuse, I hasten to add, and I give them the money back—I do not keep their money. [*Laughter.*] However, it is a serious problem. I attend packed meetings in my constituency at which many small retailers like that are often applauded when they have taken first-hand action to remove alcoholic drinks from young people they have seen drinking in close proximity to their premises, realising that adults have bought it for them. That sort of message should be strongly encouraged.

Alcohol remains a legal product and, if taken sensibly, it can be an enjoyable and pleasant experience. It is important to recognise that the pub industry is important to Wales and, largely speaking, it offers a controlled environment for the consumption of alcohol, particularly if it accompanies food. Those publicans who run orderly houses should be encouraged and supported to sell alcohol in a fair way and in a way that encourages sensible drinking because, after all, the Welsh brewing industry is important. There are many microbreweries, and we want alcohol to be drunk in a safe and controlled environment, and in moderation.

Finally, I agree strongly with the importance of education, to deal with the excessive consumption of alcohol and with binge drinking. That should begin in primary schools and be carried through into secondary schools, following the successful way in which we have tried to tackle smoking. Those are not the same things, but they can be just as dangerous for the individual. I am far more in favour of winning hearts and minds than of necessarily penalising them.

Edwina Hart: I agree with you about winning hearts and minds through education. Our successful education programme will, I

Yr wyf hefyd yn ymwybodol bod nifer o siopau cornel sy'n gwerthu alcohol yn dod yn fwy ymwybodol o'u cyfrifoldebau. Nid yw bob amser yn hawdd iddynt gan y bydd oedolion anghyfrifol yn aml yn prynu alcohol ac yn ei roi i yfwyr dan oed er mwyn cael llonydd ganddynt. Wrth imi gerdded i'm siop gornel leol, mae pobl ifanc yn aml wedi dod ataf yn cynnig arian imi brynu alcohol a sigarennau iddynt. Pysuraf i ychwanegu fy mod bob tro'n gwrthod, ac yn rhoi eu harian yn ôl iddynt—ni fyddaf yn cadw eu harian. [*Chwerthin.*] Fodd bynnag, mae'n broblem ddifrifol. Byddaf yn mynd i gyfarfodydd gorlawn yn fy etholaeth lle y bydd siopwyr bach o'r fath yn cael eu canmol yn aml pan fyddant wedi cymryd camau eu hunain i fynd â diodydd alcoholaidd oddi ar y bobl ifanc y maent wedi'u gweld yn yfed yng nghyffiniau eu siop, ar ôl sylweddoli bod oedolion wedi prynu'r diodydd hynny iddynt. Dylid annog pobl yn gryf i wneud y math hwn o beth.

Mae alcohol yn dal yn gynnyrch cyfreithlon, ac, o'i yfed yn synhwyrol, gall fod yn brofiad braf a phleserus. Mae'n bwysig cydnabod bod y diwydiant tafarndai yn bwysig i Gymru. Ar y cyfan, mae tafarndai'n cynnig amgylchedd dan reolaeth i bobl yfed alcohol, yn enwedig os byddant yn bwyta ar yr un pryd. Dylid annog a chefnogi'r tafarnwyr hynny sy'n cadw tafarndai da i werthu alcohol mewn ffordd deg ac mewn ffordd sy'n annog pobl i yfed yn synhwyrol. Wedi'r cyfan, mae diwydiant bragu Cymru yn un pwysig. Ceir nifer o fragdai bach, ac yr ydym am weld alcohol yn cael ei yfed yn gymedrol mewn amgylchedd diogel dan reolaeth.

Yn olaf, cytunaf yn gryf â phwysigrwydd addysg, er mwyn ymdrin â goryfed alcohol a goryfed mewn pyliau. Dylai hynny ddechrau yn yr ysgolion cynradd a dylid ei barhau yn yr ysgolion uwchradd, yn yr un modd â'r camau llwyddiannus yr ydym wedi'u cymryd i geisio mynd i'r afael ag ysmegu. Nid yw'r ddau beth yr un fath, ond gallant fod yr un mor beryglus i'r unigolyn. Byddai'n llawer gwell gennyf ein gweld yn ennill calonnau a meddyliau pobl, yn hytrach na'u cosbi.

Edwina Hart: Cytunaf â chi am ennill calonnau a meddyliau pobl drwy addysg. Dros y blynyddoedd nesaf, yr wyf yn

hope, over the next few years, bear fruit in the shape of young people's attitude to alcohol and to not drinking excessively. We are not trying to prevent people from drinking within sensible limits, but we are saying that they should not drink alcohol to excess.

3.20 p.m.

You are right to say that there are issues relating to behaviour. A lot of anti-social behaviour is due to alcohol. However, we have to take a holistic approach to this issue. The health message that we need to get across is that the damage that you can do to your body when you are young, middle aged, or old through alcohol abuse can have an impact on the rest of your life. That is the key message. We have to ensure that we disseminate information so that people can make informed choices about their behaviour, as this is also important. If we can develop consensus across the parties represented here when we look to develop policy, we can develop a strong policy for Wales.

The Presiding Officer: We still have time for one more contribution, which will be from the great Dr Gibbons himself.

Brian Gibbons: That is kind, Presiding Officer. I commend the Minister's statement. As others have said, it was thoughtful and challenging, and I would certainly endorse the broad support that the statement has attracted. I am less convinced that education is the magic bullet in this regard. We all know what is good and bad for us. People know that smoking is bad, but it does not stop them from smoking; people know that drinking to excess is bad for them; and people who are addicted to illegal substances know that it is bad for them, but, sadly, it does not stop them from doing it. Therefore, while education is a part of the overall strategy, if we are to be serious about this, we need to tackle the two points that the Minister touched upon in her statement, namely access and affordability.

gobeithio y bydd ein rhaglen addysg lwyddiannus yn dwyn ffrwyth ac y bydd hynny i'w weld yn agwedd pobl ifanc at alcohol ac at beidio â goryfed. Nid ydym yn ceisio atal pobl rhag yfed o fewn terfynau synhwyrol, ond yr ydym yn dweud na ddylent oryfed alcohol.

Yr ydych yn iawn yn dweud bod cysylltiad rhwng hyn ac ymddygiad pobl. Alcohol sy'n gyfrifol am lawer o ymddygiad gwrthgymdeithasol. Fodd bynnag, rhaid inni gael dull cyfannol o fynd i'r afael â'r mater hwn. Rhaid inni gyfleu'r neges iechyd y gall y difrod y gallwch ei wneud i'ch corff drwy gamddefnyddio alcohol pan fyddwch yn ifanc, yn ganol oed neu'n hen gael effaith arnoch am weddill eich bywyd. Dyna'r neges bwysig. Rhaid inni sicrhau ein bod yn lledaenu gwybodaeth er mwyn i bobl allu gwneud dewisiadau gwybodus am eu hymddygiad, ac mae hyn hefyd yn bwysig. Os gallwn feithrin consensws ymhlith y pleidiau a gynrychiolir yma wrth geisio datblygu polisi, gallwn ddatblygu polisi cadarn i Gymru.

Y Llywydd: Mae gennym amser i un cyfraniad arall, a hynny gan y gŵr mawr ei hun, Dr Gibbons.

Brian Gibbons: Yr ydych yn garedig, Lywydd. Yr wyf yn croesawu datganiad y Gweinidog. Fel y dywedodd pobl eraill, yr oedd yn feddylgar ac yn heriol, a byddwn yn sicr yn cyd-fynd â'r gefnogaeth eang a gafodd eich datganiad. Yr wyf yn llai argyhoeddedig mai addysg yw'r ateb mawr yn hyn o beth. Yr ydym i gyd yn gwybod beth sy'n dda inni a beth sy'n ddrwg inni. Mae pobl yn gwybod bod ysmegu'n ddrwg, ond nid yw hynny'n eu rhwystro rhag ysmegu; mae pobl yn gwybod bod goryfed yn ddrwg iddynt; ac mae pobl sy'n gaeth i sylweddau anghyfreithlon yn gwybod eu bod yn ddrwg iddynt. Fodd bynnag, yn anffodus, nid yw hynny'n eu rhwystro. Felly, er bod addysg yn rhan o'r strategaeth gyffredinol, os ydym am fod o ddifrif ynghylch hyn, mae angen inni roi sylw i'r ddau bwynt y cyfeiriodd y Gweinidog atynt yn ei datganiad, sef pa mor rhwydd yw alcohol i bobl gael gafael arno, a pha mor rhad ydyw.

I am pleased that the Minister has kicked firmly into touch the argument that looking at minimum pricing will victimise the moderate drinker. It is often the case that even moderate drinkers are victims of alcohol abuse in our society, mostly indirectly. However, if you are a victim of domestic abuse, if someone is killed on the roads because of a traffic accident, if your neighbourhood is being vandalised because of alcohol abuse, even moderate drinkers will suffer as a consequence. Therefore, I do not think that there are any innocent parties in this matter, and the Minister's approach to minimum pricing is the correct one.

I was slightly surprised by what Peter Black had to say about the elasticity of demand, or the inelasticity of demand, as I would have thought it almost beyond argument at this stage. As the Minister pointed out in her statement, the big factor in the amount of alcohol that is consumed is its cheapness. The cheapness of the alcohol plus the ease of access are the twin horns of the problem that we have. I would have thought that that was not really subject to dispute. Scotland may help us to discover whether or not, as a consequence, minimum pricing will work as a mechanism to reduce excess consumption. Again, this is one of the advantages of devolution. If Scotland is able to make progress before us, then we may learn those lessons. However, the case for the link between affordability and consumption is beyond doubt.

The other big issue is access. Jeff Cuthbert touched upon this in relation to pubs. There is no doubt that, as Helen Mary said, it is not only off-licences; supermarkets are another area that needs to be addressed. Ironically, our pubs will be one of our big resources if we are going to try to win hearts and minds. Throughout our communities, the number of abandoned, walled-up and closed pubs is increasing at the very time the amount of alcohol that we are consuming is increasing. Very often, those pubs and clubs are community assets and great resources, and they are disappearing in the face of a deluge of alcohol elsewhere. Jeff's point about pubs being regulated areas is correct. So, I hope

Yr wyf yn falch bod y Gweinidog wedi ymwrthod yn llwyr â'r ddadl y bydd yr yfwr cymedrol yn dioddef wrth inni ystyried isafswm pris. Yn aml iawn, mae hyd yn oed yfwyr cymedrol yn dioddef yn sgîl y camddefnyddio ar alcohol yn ein cymdeithas, a hynny'n anuniongyrchol gan mwyaf. Fodd bynnag, os ydych yn dioddef yn sgîl trais domestig, os lleddir rhywun ar y ffyrdd oherwydd damwain traffig, os yw eich cymdogaeth yn cael ei fandaleiddio oherwydd camddefnyddio alcohol, bydd hyd yn oed yfwyr cymedrol yn dioddef o ganlyniad. Felly, ni chredaf fod neb yn ddiniwed yn y cyswllt hwn, ac agwedd y Gweinidog at isafswm pris yw'r un gywir.

Yr oeddwn yn synnu braidd at sylwadau Peter Black am elastigedd y galw, neu ddiffyg elastigedd y galw, oherwydd byddwn wedi meddwl ei fod bron y tu hwnt i ddadl erbyn hyn. Fel y dywedodd y Gweinidog yn ei datganiad, y ffactor mawr o ran faint o alcohol a yfir yw pa mor rhad ydyw. Y ffaith bod yr alcohol mor rhad a'i fod ar gael mor rhwydd yw dwy elfen hanfodol y broblem sydd gennym. Byddwn wedi tybio nad oedd hynny mewn gwirionedd yn destun dadl. Efallai y gwnaiff yr Alban ein helpu i ddarganfod a fydd isafswm pris, o ganlyniad, yn gweithio fel mecanwaith i leihau goryfed. Unwaith eto, dyma un o fanteision datganoli. Os gall yr Alban wneud cynnydd o'n blaen ni, yna, gallwn ddysgu'r gwersi yn sgîl hynny. Fodd bynnag, mae'r ddadl ynglŷn â'r cysylltiad rhwng fforddiadwyedd a faint o alcohol a yfir y tu hwnt i amheuaeth.

Yr ystyriaeth fawr arall yw pa mor rhwydd yw cael gafael arno. Crybwyllwyd hyn gan Jeff Cuthbert yng nghyswllt tafarndai. Nid oes amheuaeth, fel y dywedodd Helen Mary, nad oes angen mynd i'r afael ag archfarchnadoedd, yn ogystal â siopau trwyddedig. Mae'n eironig mai ein tafarndai fydd un o'r adnoddau mawr a fydd ar gael inni wrth inni geisio ennill calonnau a meddyliau pobl. Ar hyd ac ar led ein cymunedau, mae nifer y tafarndai gweigion a'r rhai sydd wedi'u cau ar gynnydd a gwelir eu ffenestri wedi'u cau â brics. Eto i gyd, ar yr union adeg hon, yr ydym yn yfed mwy o alcohol. Yn aml iawn, mae'r tafarndai a'r clybiau hynny'n gaffaeliad i'n cymunedau ac

that the Minister will agree that there is a need for a differential approach in which we recognise the community asset that pubs and clubs can provide while taking an approach to off-licences and supermarkets that perhaps recognises the need for minimum pricing as a way of addressing these issues.

Edwina Hart: Thank you for those comments, Brian. I agree with you about affordability and consumption, and the University of Sheffield report makes that clear in its outline of the issues about minimum pricing and the impact that around 10p or 11p per week would have on moderate drinkers. You are right that devolution gives us the opportunity to look at some solutions being tried in other devolved nations to see how they work before we put in certain measures.

I concur with your comments about the different prices in supermarkets, because when you look at pubs and clubs, you recall the people who have been told to go home because they have had too many—it is a social way of drinking. There is an issue in particular about pubs and clubs because they can be at the heart of a community, and people can go there to socialise. In many ways, the socialising aspect is probably far better than sitting at home in front of the television with drinks that you have picked up quite cheaply from the supermarket. So, we probably have to take a differential view, and we have to look at the route that we take on this to recognise how we can best deal with it.

I do not regard education as a magic bullet, but I do see it as one of the weapons in our armoury to tackle these issues. Education and discussions with young people will have an impact on some and perhaps not on others. The greatest impact sometimes is when people see someone who is an alcoholic and they see what happens to individuals' lives as a result of excessive drinking and where it

yn adnoddau gwych. Maent yn diflannu yn wyneb llifeiriant o alcohol mewn mannau eraill. Mae Jeff yn iawn yn dweud bod tafarndai'n fannau sy'n cael eu rheoleiddio. Felly, yr wyf yn gobeithio y bydd y Gweinidog yn cytuno bod angen arddel agwedd sy'n gwahaniaethu gan gydnabod y gall tafarndai a chlybiau fod yn gaffaeliad i gymuned, a chydabod efallai fod angen trefn isafswm pris, o ran siopau trwyddedig ac archfarchnadoedd, er mwyn mynd i'r afael â'r problemau hyn.

Edwina Hart: Diolch ichi am y sylwadau hynny, Brian. Cytunaf â chi ynglŷn â fforddiadwyedd a faint sy'n cael ei yfed, ac mae adroddiad Prifysgol Sheffield yn gwneud hynny'n glir wrth sôn am faterion sydd ynghlwm wrth isafswm pris a'r effaith a gâi tua 10c neu 11c yr wythnos ar yfwyr cymedrol. Yr ydych yn llygad eich lle bod datganoli'n rhoi'r cyfle inni edrych ar rai atebion y rhoddir cynnig arnynt mewn gwledydd datganoledig eraill er mwyn gweld sut y maent yn gweithio cyn inni gyflwyno rhai mesurau.

Cytunaf â'ch sylwadau am y gwahanol brisiau mewn archfarchnadoedd, oherwydd pan edrychwch ar dafarndai a chlybiau, byddwch yn cofio'r bobl y dywedwyd wrthynt am fynd adref am eu bod wedi cael gormod—mae'n ffordd gymdeithasol o yfed. Mae angen ystyried tafarndai a chlybiau'n benodol oherwydd gallant fod yn galon y gymuned, a gall pobl fynd yno i gymdeithasu. Mewn llawer ffordd, mae cymdeithasu fel hyn, mae'n debyg, yn well nag eistedd gartref o flaen y teledu'n yfed diodydd yr ydych wedi'u cael yn eithaf rhad yn yr archfarchnad. Felly, mae'n debyg y bydd yn rhaid inni edrych ar bethau gan wahaniaethu, a rhaid inni ystyried pa lwybr a ddilynwn yn hyn o beth er mwyn gweld beth yw'r ffordd orau inni ddelio â'r mater.

Nid wyf yn meddwl bod addysg yn ateb mawr i hyn i gyd, ond yr wyf yn ei gweld yn un o'r arfau yn ein harfogaeth i fynd i'r afael â'r materion hyn. Caiff addysg a thrafodaethau gyda phobl ifanc effaith ar rai ond nid ar eraill efallai. Ceir yr effaith fwyaf weithiau pan fydd pobl yn gweld rhywun sy'n alcoholig ac yn gweld beth sy'n digwydd i fywydau pobl o ganlyniad i orfyd

can lead. One of the important messages to get across is, 'There but for the grace of God go I'.

ac i ble y gall hynny arwain. Un o'r negeseuon pwysig i'w chyfleu yw, 'Oni bai am ras Duw byddwn innau yn y cyflwr hwnnw'.

Datganiad am y Comisiwn ar y Newid yn yr Hinsawdd Statement on the Climate Change Commission

The Minister for Environment, Sustainability and Housing (Jane Davidson): I am pleased to report on the most recent meeting of the Climate Change Commission for Wales, held on 25-26 March. During that meeting, I updated commission members on the activity being undertaken by the Welsh Assembly Government, including the launch of 'A Low Carbon Revolution'—the Welsh Assembly Government energy policy statement which sets out our ambitious agenda for low carbon energy in Wales—details on the new boiler scrappage scheme that was launched on 1 April to help up to 5,000 Welsh households to benefit from a significant improvement in the energy performance of their heating systems, and the Carbon Reduction Commitment Energy Efficiency Scheme Order 2010, which was approved on 23 February by the National Assembly for Wales, both Houses of Parliament and the other devolved legislatures, receiving Royal Assent in the Privy Council on 17 March. The Order came into force on the 1 April, the same date the scheme started. The Wales European Funding Office recently confirmed that over £30 million will be available for energy efficiency in the domestic sector from structural funds, and the detailed expression of interest for a strategic project has already been accepted.

On 4 March, I attended a high level summit in Paris. The summit was jointly organised by Île-de-France and the Climate Group and it involved 17 regions worldwide representing 150 million people, and networks of regions representing 200 to 300 regions. I met Presidents and Ministers for environment to discuss the way forward on climate change negotiations post-Copenhagen, especially ahead of the Council of Ministers for Environment of the European Union and the European Council. During the summit, there was an opportunity to highlight the achievements of the Network of Regional

Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai (Jane Davidson): Mae'n dda gennyf gyflwyno adroddiad ar gyfarfod diweddaraf Comisiwn Newid Hinsawdd Cymru, a gynhaliwyd ar 25-26 Mawrth. Yn ystod y cyfarfod hwnnw, rhoddais y wybodaeth ddiweddaraf i aelodau'r comisiwn am weithgarwch Llywodraeth Cynulliad Cymru, gan gynnwys lansio 'Chwyldro Carbon Isel'—datganiad polisi ynni Llywodraeth Cynulliad Cymru sy'n amlinellu ein hagenda uchelgeisiol ar gyfer ynni carbon isel yng Nghymru—manyllion am y cynllun sgrapio boeleri a lansiwyd ar 1 Ebrill i helpu hyd at 5,000 o aelwydydd yng Nghymru i elwa o welliant sylweddol ym mherfformiad ynni eu systemau gwresogi, a Gorchymyn Cynllun Effeithlonrwydd Ynni'r Ymrwymiad Lleihau Carbon 2010, a gymeradwywyd ar 23 Chwefror gan Gynulliad Cenedlaethol Cymru, dau Dŷ'r Senedd a'r deddfwrfeydd datganoledig eraill, gan gael Cydsyniad Brenhinol yn y Cyfrin Gyngor ar 17 Mawrth. Daeth y Gorchymyn i rym ar 1 Ebrill, yr un dyddiad ag y dechreuodd y cynllun. Cadarnhaodd Swyddfa Cyllid Ewropeaidd Cymru yn ddiweddar y bydd dros £30 miliwn ar gael ar gyfer effeithlonrwydd ynni yn y sector domestig o gronfeydd strwythurol, ac mae'r datganiad diddordeb manwl ar gyfer prosiect strategol eisoes wedi'i dderbyn.

Ar 4 Mawrth, bûm mewn uwchgynhadledd ym Mharis. Fe'i trefnwyd ar y cyd gan Île-de-France a'r Grŵp Hinsawdd ac yr oedd yn cynnwys 17 o ranbarthau o bedwar ban byd yn cynrychioli 150 miliwn o bobl, a rhwydweithiau o ranbarthau'n cynrychioli rhwng 200 a 300 rhanbarth. Cyfarfûm ag Arlywyddion a Gweinidogion amgylchedd i drafod y ffordd ymlaen ar negodiadau newid hinsawdd yn sgîl Copenhagen, yn enwedig cyn Cyngor Gweinidogion Amgylchedd yr Undeb Ewropeaidd a'r Cyngor Ewropeaidd. Yn ystod yr uwchgynhadledd, cafwyd cyfle i dynnu sylw at bopeth sydd wedi'i gyflawni

Government for Sustainable Development to date and those of the network's members and Wales's involvement with the territorial approach on climate change.

On the first day, the commission meeting focused on commenting on the emerging final draft of the climate change strategy for Wales. To inform these discussions, presentations were provided by Professor Kevin Anderson and Professor Gareth Wyn Jones. Professor Anderson presented the detailed findings of the work that the Climate Change Commission had commissioned from the Tyndall Centre for Climate Change Research on the implications of emission reduction scenarios of 3 per cent, 6 per cent and 9 per cent. The presentation made clear the enormous scale of the challenge to reduce emissions to avoid dangerous climate change and the responsibility of developed countries to take decisive action.

3.30 p.m.

Professor Gareth Wyn Jones presented the land use and climate change group's report. The report provided a comprehensive assessment of the science relating to emissions from agriculture and land use, with a series of recommendations on options for future actions. The Minister for Rural Affairs is currently considering the report and its recommendations. Both presentations provided rich and challenging material for the commission and an excellent context for discussion of the Assembly Government's draft climate change strategy and delivery plans. In discussing the strategy and accompanying delivery plans for emission reduction and adaptation, the commission made a number of suggestions to strengthen the documents. The wider contribution of communities, businesses and people across Wales will be critical to achieving our climate change targets, and we want this contribution to be fully reflected in the delivery plans for the strategy.

Commission members are working with their organisations, and within their sectors, to

gan Rwydwaith y Llywodraethau Rhanbarthol dros Ddatblygu Cynaliadwy hyd yma a chan aelodau'r rhwydwaith, a rhan Cymru yn y dull tiriogaethol o ymdrin â'r newid yn yr hinsawdd.

Ar y diwrnod cyntaf, canolbwyntiodd cyfarfod y comisiwn ar wneud sylwadau ar ddrafft terfynol strategaeth newid hinsawdd Cymru, y drafft a oedd ar y gweill. Er mwyn darparu gwybodaeth ar gyfer y trafodaethau hyn, cafwyd cyflwyniadau gan yr Athro Kevin Anderson a'r Athro Gareth Wyn Jones. Cyflwynodd yr Athro Anderson ganfyddiadau manwl y gwaith yr oedd y Comisiwn ar y Newid yn yr Hinsawdd wedi'i gomisiynu gan Ganolfan Ymchwil Newid Hinsawdd Tyndall ar oblygiadau cwotgi 3 y cant, 6 y cant a 9 y cant ar allyriadau. Pwysleisiodd y cyflwyniad mor enfawr yw'r her i leihau allyriadau er mwyn osgoi newid peryglus yn yr hinsawdd, a chyfrifoldeb gwledydd datblygedig i gymryd camau pendant.

Cyflwynodd yr Athro Gareth Wyn Jones adroddiad y grŵp defnydd tir a newid hinsawdd. Rhoddodd yr adroddiad asesiad cynhwysfawr o'r wyddoniaeth berthnasol i allyriadau o amaethyddiaeth a defnydd tir, gyda chyfres o argymhellion ar opsiynau ar gyfer gweithredu yn y dyfodol. Mae'r Gweinidog dros Faterion Gwledig wrthi'n ystyried yr adroddiad a'i argymhellion ar hyn o bryd. Rhoddodd y ddau gyflwyniad ddeunydd cyfoethog a heriol i'r comisiwn a chyd-destun rhagorol ar gyfer trafod strategaeth ddrafft Llywodraeth y Cynulliad ar gyfer y newid yn yr hinsawdd a'i chynlluniau ar gyfer ei gweithredu. Wrth drafod y strategaeth a'r cynlluniau cyflawni cysylltiedig ar gyfer lleihau ac addasu allyriadau, gwnaeth y comisiwn nifer o awgrymiadau ar gyfer cryfhau'r dogfennau. Bydd cyfraniad ehangach cymunedau, busnesau a phobl ledled Cymru'n allweddol inni gyrraedd ein targedau ar y newid yn yr hinsawdd, ac mae arnom eisiau i'r cyfraniad hwn gael ei adlewyrchu'n llawn yng nghynlluniau cyflawni'r strategaeth.

Mae aelodau'r comisiwn yn gweithio gyda'u sefydliadau, ac o fewn eu sectorau, i nodi'r

identify the specific contribution that they are making towards the targets. Their contribution towards the 3 per cent target will be set out in detail and quantified in the emission reduction delivery plan. Two of Wales's latest group of climate change champions, Rose Stevens and Jennifer Derrick, participated in the meeting and gave an update on their work. In addition, presentations were made by the Confederation of British Industry, Non Rhys from the Federation of Small Businesses and Hywel Thomas from the higher education sector on climate change and SMEs. The CBI presentation looked at the challenges facing UK business in the wake of Copenhagen and made very clear the continuing importance that the business sector places on tackling change. It also highlighted the work underway by the CBI and businesses to push for an international deal, to continue to promote action on climate change in business and to encourage action by Government. During the second day of the meeting, the commission discussed the UK climate change risk assessment and agreed the importance of ensuring that Welsh experts participate in all the sectoral workstreams for this project. The commission also received a presentation from Groundwork on the green dragon environmental standard, and a number of members agreed to get involved in discussions about its future development.

A major focus of the day was a discussion about the commission's future role, remit and forward work programme. At this session, I confirmed my intention to step down as chair of the commission following publication of the climate change strategy in the autumn, to enable an independent, publicly appointed chair to take on the role. This will help the commission to consolidate its position as an advisory body that is truly independent and capable of creating cross-party and cross-sector consensus on climate change. I will remain as a full member of the commission to ensure that there is a continuing link to the Assembly Government and that all four main political parties are represented.

The commission also discussed how its role,

cyfraniad penodol y maent yn ei wneud tuag at y targedau. Caiff eu cyfraniad at y targed o 3 y cant ei amlinellu'n fanwl a'i feintoli yn y cynllun cyflawni lleihad mewn allyriadau. Cymerodd dau o grŵp diweddaraf Cymru o hyrwyddwyr newid hinsawdd, Rose Stevens a Jennifer Derrick, ran yn y cyfarfod gan roi'r manylion diweddaraf am eu gwaith. Yn ogystal, gwnaed cyflwyniadau gan Gydffederasiwn Diwydiant Prydain, Non Rhys o'r Ffederasiwn Busnesau Bach a Hywel Thomas o'r sector addysg uwch ar y newid yn yr hinsawdd a busnesau bach a chanolig. Edrychodd cyflwyniad y CBI ar yr heriau sy'n wynebu busnesau'r Deyrnas Unedig yn sgîl Copenhagen a phwysleisiodd yn eglur iawn y pwysigrwydd parhaus y mae'r sector busnes yn ei roi ar fynd i'r afael â newid. Amlygodd hefyd y gwaith sydd ar droed gan y CBI a busnesau i wthio am gytundeb rhyngwladol, i barhau i hyrwyddo gweithredu ar y newid yn yr hinsawdd mewn busnes ac i annog gweithredu gan y Llywodraeth. Yn ystod ail ddiwrnod y cyfarfod, trafododd y comisiwn asesiad risg newid hinsawdd y Deyrnas Unedig a chytunodd ar bwysigrwydd sicrhau bod arbenigwyr o Gymru'n cyfranogi ym mhob ffrwd waith sectorol ar gyfer y prosiect hwn. Cafodd y comisiwn gyflwyniad hefyd gan Groundwork ar safon amgylcheddol y ddraig werdd, a chytunodd nifer o aelodau i gyfranogi mewn trafodaethau ynglŷn â'i datblygiad i'r dyfodol.

Un peth mawr y canolbwyntiwyd arno yn ystod y dydd oedd trafodaeth am rôl, cylch gwaith a rhaglen waith y comisiwn i'r dyfodol. Yn y sesiwn hon, cadarnheais fy mwriad i ymddiswyddo o gadair y comisiwn wedi cyhoeddi'r strategaeth ar y newid yn yr hinsawdd yn yr hydref, fel y gall cadeirydd annibynnol, a benodir yn gyhoeddus, ymgymryd â'r swydd. Bydd hyn yn helpu'r comisiwn i gyfnerthu ei safle fel corff cynghori sydd yn wirioneddol annibynnol ac yn abl i greu consensws trawsbleidiol a thraws-sector ar y newid yn yr hinsawdd. Byddaf yn parhau'n aelod llawn o'r comisiwn i sicrhau bod dolen gyswllt barhaus â Llywodraeth y Cynulliad a bod pob un o'r pedair prif blaid wleidyddol yn cael ei chynrychioli.

Trafododd y comisiwn hefyd sut y byddai ei

and the role of members, would evolve in the future. There was agreement around the need for the commission to provide a strong public presence on the need for climate change action and also on the importance of the commission reviewing progress by the Assembly Government, and each sector, in delivering on our climate change objectives. Looking ahead, I am confident that, under the direction of a new chair, the commission will be well placed to continue to provide the expert advice and evidence needed to ensure that Wales delivers its ambitious climate change agenda.

Darren Millar: Thank you, Minister, for your statement today. We appreciate, as an official opposition, the work of the climate change commission, and we recognise the importance of reminders in the Chamber about our responsibility towards the challenge that climate change presents to us here in Wales. I am pleased that Wales was represented on the international stage yet again during the high-level summit in Paris. It is critical that all nations and legislatures work together on this issue to ensure that there is a level playing field and that the Welsh national interest is not overlooked. I know that that point has been stressed by the business community in those climate change commission meetings. Those meetings on the international stage are particularly important in terms of laying the foundations for new international agreements to plug the gaps that were left behind after Copenhagen due to some of its failures. I very much hope that we, in Wales, will be at the forefront of trying to drive that message home to some of those countries that are still not playing ball in the way that they should on this important issue.

Like you, Minister, I was very pleased to hear of the £30 million that will be available from structural funds to address emissions from the domestic sector. We already know that around 25 per cent of carbon emissions in Wales are generated from our buildings—many of which are hopelessly inefficient—and that £30 million will go a long way towards helping to address that particular problem. You indicated in your statement

rôl, a rôl aelodau, yn esblygu yn y dyfodol. Cytunwyd ynghylch yr angen i'r comisiwn ddarparu presenoldeb cyhoeddus cryf ar yr angen am weithredu ynglŷn â'r newid yn yr hinsawdd a hefyd ei bod yn bwysig i'r comisiwn adolygu'r hyn a gyflawnir gan Lywodraeth y Cynulliad, a phob sector, i fwrw'r maen i'r wal ar ein hamcanion o ran y newid yn yr hinsawdd. Wrth edrych ymlaen, yr wyf yn hyderus y bydd y comisiwn, o dan gadeiryddiaeth newydd, mewn sefyllfa dda i barhau i ddarparu'r cyngor arbenigol a'r dystiolaeth y mae eu hangen i sicrhau bod Cymru'n cyflawni ei hagenda uchelgeisiol o ran y newid yn yr hinsawdd.

Darren Millar: Diolch, Weinidog, am eich datganiad heddiw. Yr ydym ni, fel gwrthblaid swyddogol, yn gwerthfawrogi gwaith y comisiwn ar y newid yn yr hinsawdd, ac yn cydnabod mor bwysig yw cael ein hatgoffa yn y Siambr am ein cyfrifoldeb tuag at yr her y mae'r newid yn yr hinsawdd yn ei chyflwyno inni yma yng Nghymru. Yr wyf yn falch bod gan Gymru gynrychiolaeth ar y llwyfan rhyngwladol unwaith eto yn ystod yr uwchgynhadledd ym Mharis. Mae'n hollbwysig i bob cenedl a deddfwrfa gydweithio ar y mater hwn i sicrhau bod chwarae teg i bawb ac na ddiystyri buddiannau cenedlaethol Cymru. Gwn fod y pwynt wedi'i bwysleisio gan y gymuned fusnes yng nghyfarfodydd y comisiwn ar y newid yn yr hinsawdd. Mae'r cyfarfodydd hynny ar y llwyfan rhyngwladol yn arbennig o bwysig o ran gosod y sylfeini ar gyfer cytundebau rhyngwladol newydd i lenwi'r bylchau a adawyd yn sgîl Copenhagen oherwydd rhai o'i methiannau. Yr wyf yn mawr obeithio y byddwn ni, yng Nghymru, ar flaen y gad wrth geisio gyrru'r neges honno adref i rai o'r gwledydd hynny nad ydynt yn chwarae'r gêm yn y ffordd y dylent ar y mater pwysig hwn.

Fel chi, Weinidog, yr oeddwn innau'n falch iawn o glywed am y £30 miliwn a fydd ar gael o gronfeydd strwythurol i ddelio ag allyriadau o'r sector domestig. Gwyddom eisoes fod rhyw 25 y cant o allyriadau carbon yng Nghymru yn cael ei gynhyrchu gan ein hadeiladau—y mae llawer ohonynt yn anobeithiol o aneffeithlon—ac y gwnaiff y £30 miliwn hwnnw lawer iawn i helpu i ddelio â'r broblem arbennig honno.

that a detailed expression of interest for a strategic project has been received. I wonder whether you are able to share a little more detail about that project with us today, in particular, whether those funds will be targeted at helping the fuel poor, namely those in fuel poverty, the number of which remains stubbornly high in Wales, and whether that will help to address the issue of hard-to-heat homes, many of which are in parts of north and west Wales, such as cottages with solid stone walls and so on. Those are areas of particular concern on which we need to move forward quickly.

You also referred to the presentation from the Tyndall Centre for Climate Change Research on the targets and the scenarios if there were to be 3, 6 and 9 per cent reductions in emissions. What do you intend to do if the science makes it clear that the 3 per cent target will not be sufficient, going forward, after 2011? Will you be prepared to revise those targets upwards? I know that it is something that we, on this side of the Chamber, would be prepared to look at and I wonder whether you can give us your commitment to that too.

You referred to the adaptation agenda. Yet again, we have seen more flooding in Wales recently, particularly in the coastal communities of north Wales and even in my constituency. I recognise that we have an important debate on the subject of flooding tomorrow, but people need to hear some reassurance that resources will be made available to help to alleviate flooding and to help people to adapt to more regular flooding in some parts of Wales. Can you tell us what progress has been made on the adaptation agenda and on the flooding issue in particular? Can you also explain, in your response to the Sustainability Committee's report, which we will be debating tomorrow, why you feel that it is still inappropriate to look again at technical advice note 15 and whether it needs to be revised? On this side of the Chamber, we feel that TAN 15 needs to be tightened up and that it needs to be much more explicit regarding unnecessary developments on flood plains.

Dywedasoeh yn eich datganiad fod datganiad diddordeb manwl ar gyfer prosiect strategol wedi dod i law. Tybed a allwch rannu ychydig rhagor o fanylion am y prosiect hwnnw gyda ni heddiw, yn arbennig, a dargedir yr arian hwnnw at helpu rhai sy'n dlawd o ran tanwydd, sef y rhai sydd mewn tloedi tanwydd, y mae eu nifer yn parhau'n uchel—ac yn gyndyn o newid—yng Nghymru, ac a fydd hynny'n helpu i ddelio â mater cartrefi anodd eu gwresogi, y ceir llawer ohonynt mewn rhannau o'r gogledd a'r gorllewin, fel bythynnod â waliau cerrig solet, ac yn y blaen? Mae'r rhain yn feysydd sy'n destun pryder arbennig y mae angen inni wneud rhywbeth yn eu cylch ar fyrder.

Cyfeiriasoeh hefyd at y cyflwyniad gan Ganolfan Ymchwil Newid Hinsawdd Tyndall ynglŷn â'r targedau a'r senarios a geid wrth gwtogi 3, 6 a 9 y cant ar allyriadau. Beth yr ydych yn bwriadu ei wneud os bydd y wyddoniaeth yn dangos yn glir na fydd y targed o 3 y cant yn ddigon, wrth fynd ymlaen, wedi 2011? A fyddwch yn barod i gynyddu'r targedau hynny? Gwn ei fod yn rhywbeth y byddem ni, ar yr ochr hon i'r Siambr, yn barod i edrych arno ac ys gwn i a allwch roi eich ymrwymiad chithau i hynny hefyd?

Cyfeiriasoeh at yr agenda addasu. Unwaith eto, yr ydym wedi gweld mwy o lifogydd yng Nghymru'n ddiweddar, yn enwedig yng nghymunedau glan môr y gogledd a hyd yn oed yn fy etholaeth i. Yr wyf yn sylweddoli bod gennym ddadl bwysig ar destun llifogydd yfory, ond mae ar bobl eisiau clywed rhyw sicrwydd y darperir adnoddau i helpu i liniaru'r llifogydd ac i helpu pobl i ymaddasu i lifogydd mwy rheolaidd mewn ambell ran o Gymru. A allwch ddweud wrthym beth sydd wedi'i gyflawni ar yr agenda addasu ac ar fater llifogydd yn arbennig? A allwch esbonio hefyd, yn eich ymateb i adroddiad y Pwyllgor Cynaliadwyedd, y byddwn yn ei drafod yfory, pam y teimlwch ei bod yn dal yn amhriodol edrych eto ar nodyn cyngor technegol 15 ac a oes angen ei newid? Ar yr ochr hon i'r Siambr, teimlwn fod angen tynhau nodyn cyngor technegol 15 a bod angen iddo fod yn llawer mwy penodol ynglŷn â datblygiadau diangen ar orlifdiroedd.

Finally, Minister, we welcome the fact that you are stepping aside as chair of the Climate Change Commission for Wales, not because we do not think that you have been doing a good job on it, because, in many ways, you have helped to drive the whole agenda forward and you have steered it along the right course, and we congratulate you on that, but it is right that you are stepping aside and that there will be an independent chair, so that we can help to move things forward on a cross-party basis. Can you tell us how the chair of the commission will be appointed and whether the appointment will be done on a cross-party basis or whether it is something that you will do as Minister? This is an issue that we need to take the politics out of in order to make progress as a nation.

Jane Davidson: I have three things to say in response to your contribution. First, I very much welcome your commitment to the work that we are doing on the international stage to promote the roles that sub-national and regional Governments have to play. This is increasingly important because it is at our level that a number of decisions will have to be made to tackle several of these issues. Unless we take part in high-level summits, we will not have the opportunity to learn from other regions. Therefore, we have been doing it on the basis that sub-national and regional Governments have a clear role that they need to play. In Wales, we have a strategic approach and action plan and, as you are probably aware, we are well ahead of other regions because we have cross-party agreement on the 3 per cent reduction in emissions and have done the work to back it up. I hope that we are helpful to others in developing that and we also ensure that we are linked with the appropriate networks, UN agencies and others to take that agenda forward. We were delighted that, for the first time, the EU recognised energy efficiency. Details will be announced as to how that programme will be focused in due course; obviously, it has to comply with European Union rules. One of the things that we did as an Assembly Government was to set up the new Arbed strategic energy performance investment programme that is capable of undertaking interventions in appropriate

Yn olaf, Weinidog, yr ydym yn croesawu'r ffaith eich bod yn rhoi'r gorau i fod yn gadeirydd Comisiwn Cymru ar y Newid yn yr Hinsawdd, nid am nad ydym yn meddwl eich bod wedi gwneud gwaith da yn y swydd, oherwydd, mewn sawl ffordd, yr ydych wedi helpu i yrru'r holl agenda yn ei blaen ac wedi'i llywio ar hyd y trywydd iawn, ac fe'ch llongyfarchwn am hynny, ond mae'n iawn eich bod yn camu o'r neilltu ac y bydd cadeirydd annibynnol, er mwyn inni allu helpu i symud pethau ymlaen ar sail drawsbleidiol. A allwch ddweud wrthym sut y penodir cadeirydd y comisiwn ac a wneir y penodiad ar sail drawsbleidiol ynteu a ydyw'n rhywbeth a wnewch chi fel Gweinidog? Mae hwn yn fater y mae angen inni dynnu'r wleidyddiaeth allan ohono er mwyn camu ymlaen fel cenedl.

Jane Davidson: Mae gennyf dri pheth i'w dweud mewn ymateb i'ch cyfraniad. Yn gyntaf, yr wyf yn croesawu'n fawr eich ymrwymiad i'r gwaith yr ydym yn ei wneud ar y llwyfan rhyngwladol i hyrwyddo'r rolau sydd gan Lywodraethau is-genedlaethol a rhanbarthol i'w chwarae. Mae hyn yn gynyddol bwysig gan mai ar ein lefel ni y bydd yn rhaid gwneud nifer o benderfyniadau i fynd i'r afael â llawer o'r materion hyn. Os na chymerwn ran mewn uwchgynadleddau, ni chawn y cyfle i ddysgu oddi wrth ranbarthau eraill. Felly, yr ydym wedi bod yn gwneud hyn ar y sail bod gan Lywodraethau is-genedlaethol a rhanbarthol rôl glir y mae angen iddynt ei chwarae. Yng Nghymru, mae gennym ddull strategol a chynllun gweithredu ac, fel y gwyddoch, mae'n debyg, yr ydym ymhell ar y blaen i ranbarthau eraill gan fod gennym gytundeb trawsbleidiol ar gwtogi 3 y cant ar allyriadau a'n bod wedi gwneud y gwaith i gefnogi hynny. Gobeithio y byddwn o gymorth i eraill ddatblygu hynny ac y sicrhawn hefyd ein bod mewn cysylltiad â'r rhwydweithiau priodol, asiantaethau'r Cenedloedd Unedig ac eraill i fwrw ymlaen â'r agenda honno. Yr oeddem wrth ein bodd bod yr Undeb Ewropeaidd, am y tro cyntaf, wedi cydnabod effeithlonrwydd ynni. Cyhoeddir manylion ynghylch beth fydd canolbwynt y rhaglen honno maes o law; yn amlwg, rhaid iddi gydymffurfio â rheolau'r Undeb Ewropeaidd. Un o'r pethau a wnaethom fel Llywodraeth y Cynulliad oedd

places.

sefydlu'r rhaglen newydd, Arbed, rhaglen buddsoddi perfformiad ynni strategol, sy'n gallu ymgymryd ag ymyriadau mewn mannau priodol.

3.40 p.m.

It is working with registered social landlords at the moment in the context of strategic regeneration areas. It could work in the future, for example, in a targeted way in the context of data that come through from the Living in Wales survey, where we anticipate that we may need to do more work, particularly on the external insulation of stone properties in north-west Wales. We will be looking at the best, most targeted investment in terms of meeting the three imperatives of Arbed: to focus on the fuel poor; to create local jobs, which is the economic imperative; and to reduce emissions, which is the environmental imperative. All of these elements are therefore brought together.

Mae'r rhaglen yn gweithio gyda landlordiaid cymdeithasol cofrestredig ar hyn o bryd yng nghyd-destun ardaloedd adfywio strategol. Gallai weithio yn y dyfodol, er enghraifft, mewn modd a dargedir yng nghyd-destun data a ddaw yn sgîl yr arolwg Byw yng Nghymru, lle y rhagwelwn y gall y bydd angen inni wneud mwy o waith, yn enwedig o ran insiwleiddio allanol ar dai cerrig yn y gogledd-orllewin. Byddwn yn edrych ar y buddsoddiad gorau, mwyaf penodol, o ran cyflawni tri gofyniad Arbed: canolbwyntio ar y rhai sy'n dlawd o ran tanwydd; creu swyddi lleol, sef y gofyniad economaidd; a lleihau allyriadau, sef y gofyniad amgylcheddol. Felly deuir â'r elfennau hyn i gyd at ei gilydd.

The work that we have done with the Tyndall centre, supported by all parties and all sectors, has been to say that, since the science already tells us that 3 per cent is not enough, we must not lock ourselves into actions that would be limited and could not be increased in the future. It has been particularly useful for all of us to have the Tyndall centre sitting at the table and advising us on actions that can always be ramped up, as well as producing its report. All the way through this process, we have said that we will need to ramp up actions. Clearly, we will sometimes need to ramp up actions only when others in the UK are doing so and sometimes only when others in Europe are doing so. However, we will need to ramp up actions in tackling these issues, and the Tyndall centre has worked with us to ensure that, when we publish our plan in the autumn, all of those actions have been tested to make sure that they could be increased appropriately.

Yr hyn yr ydym wedi'i wneud gyda chanolfan Tyndall, gyda chefnogaeth pob plaid a phob sector, yw dweud, gan fod y wyddoniaeth eisoes yn dweud wrthym nad yw 3 y cant yn ddigon, fod yn rhaid inni beidio â chloi ein hunain mewn camau a fyddai'n gyfyngedig ac na ellid eu cynyddu yn y dyfodol. Mae wedi bod yn arbennig o fuddiol inni i gyd gael canolfan Tyndall yn eistedd wrth y bwrdd ac yn ein cynghori ynghylch camau gweithredu y gellir bob amser eu cynyddu, yn ogystal â chynhyrchu ei adroddiad. Drwy gydol y broses hon, yr ydym wedi dweud y bydd angen inni gynyddu camau gweithredu. Wrth reswm, weithiau dim ond pan fydd eraill yn y Deyrnas Unedig yn gwneud hynny y bydd angen inni gynyddu camau gweithredu, ac weithiau dim ond pan fydd eraill yn Ewrop yn gwneud hynny. Fodd bynnag, bydd angen inni gynyddu camau gweithredu wrth fynd i'r afael â'r materion hyn, ac mae canolfan Tyndall wedi gweithio gyda ni i sicrhau, pan gyhoeddwn ein cynllun yn yr hydref, y bydd pob un o'r camau gweithredu hynny wedi'u profi i wneud yn siŵr y gellid eu cynyddu'n briodol.

In terms of the adaptation agenda, it is important to say that all of the work that we

O ran yr agenda addasu, mae'n bwysig dweud bod yr holl waith yr ydym wedi'i

have done on the climate change commission has been supported by all parties. We have not engaged in detailed debates, and I will respond to issues relating to TAN 15 tomorrow. However, you will know from what I have said previously that, in the context of TAN 15, the Environment Agency was clear that the initial problem with TAN 15 was that it was not being used, not that it was inappropriate in itself. Now that the agency is content that it is being used by the authorities, we are keen to ensure that we get on with the strategic imperative opportunities that are provided by the flood and water management legislation.

In terms of the issue of an independent chair, I am delighted that you are supportive of having an independent chair. The chair will be recruited by public appointment and I will not have any involvement in the appointment. The chair would be recruited in the normal way for public appointments, because, as you rightly say, it should be a non-party-political process. However, I want to provide reassurance that all parties will continue to be represented. The expectation would be that, whoever the Government Minister is, he or she would continue to sit on the climate change commission, alongside representatives from the other three parties. There would also be an opportunity, once there was an independent chair, for all parties to review who they had sitting on the commission, if they felt that there was a need to have a different representative at that time. I am hopeful that the appointment process will start almost immediately. The terms and conditions of the appointment were tested through climate change commission members, so they had the opportunity to provide input into that process.

Leanne Wood: Thank you for your statement, Minister. It is very useful for the Assembly to have regular updates on the commission's work. You said in your statement that Professor Anderson from the Tyndall centre has said that reducing our emissions to the level that is needed represents an enormous challenge. We are all aware that it is not going to be easy to reach the 'One Wales' target of a 3 per cent

wneud ar y comisiwn ar y newid yn yr hinsawdd wedi'i gefnogi gan bob plaid. Nid ydym wedi cael dadleuon manwl, ac ymatebaf i gwestiynau ynglŷn â nodyn cyngor technegol 15 yfory. Fodd bynnag, gwyddoch ar sail yr hyn yr wyf wedi'i ddweud o'r blaen fod Asiantaeth yr Amgylchedd yn glir, yng nghyd-destun nodyn cyngor technegol 15, mai'r broblem gychwynnol gyda'r nodyn oedd nad oedd yn cael ei ddefnyddio, nid ei fod yn amhriodol ynddo'i hun. Yn awr, a'r asiantaeth yn fodlon ei fod yn cael ei ddefnyddio gan yr awdurdodau, yr ydym yn awyddus i sicrhau y gallwn fwrw ati gyda'r cyfleon gofynnol strategol a ddarperir gan ddeddfwriaeth rheoli llifogydd a dŵr.

Ynglŷn â chwestiwn cadeirydd annibynnol, yr wyf wrth fy modd eich bod yn gefnogol i gael cadeirydd annibynnol. Penodiad cyhoeddus fydd y cadeirydd ac ni fydd gennyf ran yn y penodiad. Câl'r cadeirydd ei recriwtio yn y ffordd arferol ar gyfer penodiadau cyhoeddus, oherwydd, fel y dywedwch yn gywir, dylai fod yn broses amhleidiol. Fodd bynnag, mae arnaf eisiau rhoi sicrwydd y bydd gan bob plaid gynrychiolaeth o hyd. Y disgwyliad fyddai, pwy bynnag fyddai Gweinidog y Llywodraeth, y byddai'n dal i eistedd ar y comisiwn ar y newid yn yr hinsawdd, ynghyd â chynrychiolwyr o'r tair plaid arall. Ceid cyfle hefyd, wedi cael cadeirydd annibynnol, i bob plaid adolygu pwy fyddai ganddynt yn eistedd ar y comisiwn, pe teimlent fod angen cael cynrychiolydd gwahanol bryd hynny. Yr wyf yn gobeithio y dechreuir ar y broses benodi bron yn syth. Cafodd telerau ac amodau'r penodiad eu profi drwy aelodau'r comisiwn ar y newid yn yr hinsawdd, felly cawsant y cyfle i gyfrannu at y broses honno.

Leanne Wood: Diolch am eich datganiad, Weinidog. Mae'n fuddiol iawn i'r Cynulliad gael diweddariadau rheolaidd ar waith y comisiwn. Dywedasoch yn eich datganiad fod yr Athro Anderson o ganolfan Tyndall wedi dweud bod lleihau ein hallyriadau hyd at y lefel sy'n ofynnol yn her enfawr. Yr ydym i gyd yn ymwybodol na fydd yn hawdd cyrraedd targed 'Cymru'n Un' o leihad o 3 y cant mewn allyriadau nwyon tŷ gwydr. I ba

reduction in greenhouse gas emissions. How much more difficult do you think that it will be to reach the 9 per cent cuts in emissions that many scientists are telling us that we need to avoid catastrophic climate change? In your view, can we do it? Is it possible?

On the cuts in carbon emissions that are due to take effect from 2011, I would be grateful if you could tell us the specific date on which that kicks in. Is it 1 January 2011; is it 1 April 2011, the start of the financial year; or is it 1 May 2011, after the next Assembly election? Will the cuts be made regardless of which party or parties form the Government, and how can you ensure that plans are not ditched by a new Government after next year's elections? When will the Assembly see the detail of the delivery plans? It would be useful for Members to know what impact the reductions will have in each sector.

Minister, you have said that the detail will be available in the emissions reduction delivery plan, but we have had no timetable for its publication, so can you tell us when you expect that information to be available to Members?

I would also be grateful to hear your views on whether the 'One Wales' commitment's 3 per cent target will be reached in all sectors, and whether it is proving to be more difficult to reach in some sectors than others. I would be grateful if any information on this issue that has been presented to the commission could also be presented to us when you next report on its work.

Finally, Minister, you say that you are to stand down as chair of the commission but that you intend to remain a member, to continue the link between the work of the commission and that of the Government. You have had a very important role as chair of that commission, so how can we be confident that it will have strong leadership with political clout after you have stood down? How can a new chair ensure that the Government implements the recommendations that we expect the commission to make, eventually?

raddau, yn eich barn chi, y bydd yn anos cyrraedd y toriadau o 9 y cant mewn allyriadau y mae llawer o wyddonwyr yn dweud wrthym eu bod yn angenrheidiol er mwyn osgoi newid catastroffig yn yr hinsawdd? Yn eich barn chi, a allwn wneud hynny? A ydyw'n bosibl?

Ynglŷn â'r toriadau mewn allyriadau carbon sydd i fod i ddigwydd o 2011, byddwn yn ddiolchgar pe gallech ddweud wrthym ar ba ddyddiad yn union y mae hynny i fod i ddigwydd. Ai 1 Ionawr 2011; ai 1 Ebrill 2011, sef dechrau'r flwyddyn ariannol; ynteu ai 1 Mai 2011, wedi'r etholiad Cynulliad nesaf? A wneir y toriadau, dim ots pa blaid neu bleidiau sy'n ffurfio'r Llywodraeth, a sut y gallwch sicrhau na chaiff cynlluniau eu taflu o'r neilltu gan Lywodraeth newydd wedi etholiadau'r flwyddyn nesaf? Pryd y gwêl y Cynulliad fanylion y cynlluniau cyflawni? Byddai'n ddefnyddiol i Aelodau gael gwybod pa effaith a gaiff y toriadau ym mhob sector.

Weinidog, yr ydych wedi dweud y bydd y manylion ar gael yn y cynllun cyflawni lleihad allyriadau, ond nid ydym wedi cael amserlen ar gyfer ei gyhoeddi, felly a allwch ddweud wrthym pryd y disgwyliwch y bydd y wybodaeth honno ar gael i Aelodau?

Byddwn yn ddiolchgar hefyd o glywed eich barn ynghylch a gyrhaeddir targed ymrwymiad 'Cymru'n Un' o 3 y cant ymhob sector, ac a yw'n anoddach ei gyrraedd mewn rhai sectorau nag eraill. Byddwn yn ddiolchgar pe gallai unrhyw wybodaeth ar y mater hwn sydd wedi'i gyflwyno i'r comisiwn gael ei gyflwyno i ninnau y tro nesaf yr adroddwch am ei waith.

Yn olaf, Weinidog, dywedwch eich bod am roi'r gorau i fod yn gadeirydd y comisiwn ond eich bod yn bwriadu parhau'n aelod, i barhau'r ddolen gyswllt rhwng gwaith y comisiwn a gwaith y Llywodraeth. Bu gennych rôl bwysig iawn fel cadeirydd y comisiwn hwnnw, felly sut y gallwn fod yn hyderus y bydd ganddo arweinyddiaeth gref a dylanwad gwleidyddol wedi i chi roi'r gorau iddi? Sut y gall cadeirydd newydd sicrhau bod y Llywodraeth yn gweithredu'r argymhellion y disgwyliwn i'r comisiwn eu gwneud, maes o law?

Jane Davidson: Your first two concerns are on how we respond to the challenge when the science is telling us that we have to move a lot faster than is required even by our ‘One Wales’ commitment of securing a 40 per cent reduction in emissions by 2020—and that is what people were generally asking for in the Copenhagen agreement. You then raised a number of process issues relating to the delivery of the commission, the plan and the new chair.

It will not be easy to achieve even the ‘One Wales’ commitment, but we think that we can do it. There are a number of areas in which we still do not have the data to set a baseline for emissions reduction. Unless you have the baseline data, it is very difficult to measure any reduction in emissions. When we started this process at the beginning of this administration, there were no climate change data. There are also major issues with the fact that the data are not disaggregated to Wales, and we have therefore had to look at further disaggregation or at proxies, although we need to ensure that those are always statistically valid. We have done all that, which is why we have worked very closely with not only the Climate Change Commission for Wales but with a number of the other scientific experts who sit on it. We also have a representative of the whole of the higher education sector in Wales so that we can continually call on expertise to take that work forward.

The provisional greenhouse gas emission figures for the UK, which were published by the Department of Energy and Climate Change in March of this year, show that the fall in emissions between 2007 and 2008 was 1.9 per cent, and the fall in emissions between 2008 and 2009 was 8.6 per cent. Therefore, in a sense, the reduction in spend in the UK has also had a major effect on emissions. We will get our figures for Wales in September, and our intention is to publish the climate change strategy when those figures have been received, because we think it important for the strategy and delivery plan to have the most up-to-date and properly

Jane Davidson: Mae eich dau bryder cyntaf ynghylch sut yr ymatebwn i'r her pan yw'r wyddoniaeth yn dweud wrthym fod yn rhaid inni symud yn llawer cyflymach nag sy'n ofynnol hyd yn oed yn ôl ein hymrwymiad yn ‘Cymru'n Un’ i sicrhau lleihad o 40 y cant mewn allyriadau erbyn 2020—a dyna yr oedd pobl yn gofyn amdano'n gyffredinol yng nghytundeb Copenhagen. Wedyn codasoch nifer o gwestiynau'n ymwneud â'r broses ynglŷn â chyflawni'r comisiwn, y cynllun a'r cadeirydd newydd.

Ni fydd yn hawdd cyflawni ymrwymiad ‘Cymru'n Un’ hyd yn oed, ond yr ydym yn meddwl y gallwn ei wneud. Mae nifer o feysydd lle nad yw'r data gennym byth i bennu llinell sylfaen ar gyfer lleihau allyriadau. Os nad yw'r data sylfaenol gennych, mae'n anodd iawn mesur unrhyw leihad mewn allyriadau. Pan ddechreuasom y broses hon ar ddechrau'r weinyddiaeth hon, nid oedd dim data ynghylch y newid yn yr hinsawdd. Ceir problemau mawr hefyd gyda'r ffaith nad yw'r data wedi'u dadgyfuno i Gymru, ac yr ydym wedi gorfod edrych felly ar ddadgyfuno pellach neu ar brocsis, er bod angen inni sicrhau bod y rheini bob amser yn ystadegol ddilys. Yr ydym wedi gwneud hynny i gyd, a dyna pam yr ydym wedi cydweithio'n agos iawn nid yn unig â Chomisiwn Cymru ar y Newid yn yr Hinsawdd ond hefyd gyda nifer o arbenigwyr gwyddonol eraill sy'n eistedd arno. Mae gennym gynrychiolydd hefyd o'r cyfan o sector addysg uwch Cymru fel y gallwn alw'n barhaus ar arbenigedd i fwrw ymlaen â'r gwaith hwnnw.

Mae'r ffigurau dros dro ar gyfer allyriadau nwyon tŷ gwydr y Deyrnas Unedig, a gyhoeddwyd gan yr Adran Ynni a Newid Hinsawdd ym mis Mawrth eleni, yn dangos mai 1.9 y cant oedd y gostyngiad mewn allyriadau rhwng 2007 a 2008, ac mai 8.6 y cant oedd y gostyngiad rhwng 2008 a 2009. Felly, ar un ystyr, mae'r lleihad mewn gwariant yn y Deyrnas Unedig wedi cael effaith fawr hefyd ar allyriadau. Cawn ein ffigurau ni ar gyfer Cymru ym mis Medi, a'n bwriad yw cyhoeddi'r strategaeth ar y newid yn yr hinsawdd pan fyddwn wedi cael y ffigurau hynny, oherwydd credwn ei bod yn bwysig i'r strategaeth a'r cynllun cyflawni

statistically validated figures.

All the papers that go to the commission are publicly available, so it is perfectly possible for you, or any others, to take a look at all the work that it has been undertaking to reach this point.

3.50 p.m.

I have reported to the Assembly before that the baseline figures are an average of the figures from 2006 to 2010, and they will need to be met in the figures for 2011, which will be reported in 2012. Therefore, they will be validated. We report our figures in Wales in September of every year. We will get slight in-year fluctuations, but we want to see a trend that leads to a 3 per cent reduction year on year, validated by the statistical figures. That approach has had all-party support in the commission.

The Tyndall Centre for Climate Change Research and others have looked at how individual sectors have a contribution to make to this agenda, and what that contribution or impact may look like. To take the agriculture sector for example, we know that it is responsible for about 11 per cent of Wales's total greenhouse gas emissions, and therefore the report that Elin Jones commissioned from Gareth Wyn Jones looked at what might need to be done to bring down that sector's emissions. As for business, we already have trading schemes that are bringing down sector emissions, and the new carbon reduction commitment energy-efficiency scheme that came into operation on 1 April will make a major contribution to bringing down the emissions of local authorities, including leisure centres and others. All this is quantifiable.

Michael German: Minister, I start by thanking you for giving us the opportunity to have a discussion about these matters, and to ask you questions. It is appropriate that we should have that opportunity, and this is certainly it. I want to follow on from the questioning that Leanne put to you about the 'One Wales' commitment to reduce annual carbon reduction emissions by 2011. That is

gael y ffigurau diweddaraf a rhai sydd wedi'u dilysu'n iawn yn ystadegol.

Mae pob papur a aiff i'r comisiwn ar gael i'r cyhoedd, felly mae'n berffaith bosibl i chi, neu unrhyw un arall, gael golwg ar yr holl waith y mae wedi bod yn ei wneud i gyrraedd y pwynt hwn.

Yr wyf wedi rhoi gwybod i'r Cynulliad o'r blaen mai cyfartaledd y ffigurau rhwng 2006 a 2010 yw'r ffigurau sylfaenol, a bydd angen eu cyrraedd yn ffigurau 2011, a gyhoeddir yn 2012. Felly, cânt eu dilysu. Yr ydym yn cyhoeddi ein ffigurau yng Nghymru ym mis Medi bob blwyddyn. Cawn fân amrywiadau o fewn blynyddoedd, ond mae arnom eisiau gweld tuedd sy'n arwain at leihad o 3 y cant o flwyddyn i flwyddyn, wedi'i ddilysu gan y ffigurau ystadegol. Mae'r dull hwnnw wedi cael cefnogaeth yr holl bleidiau yn y comisiwn.

Mae Canolfan Newid Hinsawdd Tyndall ac eraill wedi edrych ar sut y mae gan sectorau unigol gyfraniad i'w wneud at yr agenda hon, a beth fydd y cyfraniad hwnnw neu'r effaith honno efallai. O ystyried y sector amaeth er enghraifft, gwyddom ei fod yn gyfrifol am ryw 11 y cant o gyfanswm allyriadau nwyon tŷ gwydr Cymru, ac felly edrychodd yr adroddiad a gomisiynodd Elin Jones gan Gareth Wyn Jones ar yr hyn y gallai fod angen ei wneud i ostwng allyriadau'r sector hwnnw. O ran busnes, mae gennym eisoes gynlluniau masnachu sy'n gostwng allyriadau'r sector, a bydd cynllun effeithlonrwydd ynni'r ymrwymiad lleihau carbon newydd a ddaeth i rym ar 1 Ebrill yn gwneud cyfraniad mawr i ostwng allyriadau awdurdodau lleol, gan gynnwys canolfannau hamdden ac eraill. Mae modd mesur hyn i gyd.

Michael German: Weinidog, dechreuaf drwy ddiolch ichi am roi'r cyfle inni gael trafodaeth am y materion hyn, ac inni ofyn cwestiynau ichi. Mae'n briodol inni gael y cyfle hwnnw, a dyma ni'n cael y cyfle'n sicr. Mae arnaf eisiau dilyn trywydd y cwestiynau a ofynnodd Leanne ichi am ymrwymiad 'Cymru'n Un' i leihau allyriadau carbon blynyddol erbyn 2011. Dyna'r targed yr

the target that you have set yourself, and you are to set specific targets for everyone. To my simple logic, that seems to require a baseline from which you can judge whether you have reached the target. I think that you have acknowledged that you require a baseline from which you can judge whether you have reached your target of 3 per cent reductions in areas of devolved competence by 2011—and I am not being dismissive of what you said at all, as we recognise that there are difficulties in this matter.

The last year of this third Assembly has started. Twelve months from now, the Assembly will be prorogued and there will be no Assembly Members, and yet we will not know whether you have reached that annual 3 per cent year target unless we can identify the baseline of where we are now, and a way of reaching the target by 2011. You need a baseline in order to assess whether there is a trend, which you spoke of earlier. I know that you may have had a civil servant cast an eye over your statement, but I noticed a reference to an ‘emerging final draft’ of the strategy. If you take out the word ‘emerging’, that means that the next thing to follow will be a final draft, and then the last thing of all will be a strategy, so the use of that phrase suggests that we are still two stages away from the strategy itself. You may want to comment on that, but, essentially, we are two stages away from a strategy that will include the information that you have talked about.

Are you now able to say with confidence that, by October, you will be able to provide the baseline figures against which we will be judged, including the reference year, so that you can measure the 12 months that follows from it? When will that 12-month period be measurable? You have already said that it will be some time after the year has expired—so when will be the earliest, in real terms, that we will know whether we have reached a 3 per cent reduction for certain? I am not being overly critical, Minister, because I recognise the difficulties of baseline data as you have stated them.

ydych wedi'i osod i chi'ch hun, ac yr ydych am osod targedau penodol i bawb. Yn ôl fy rhesymeg syml i, mae'n ymddangos bod hynny'n gofyn am linell sylfaen fel y gallwch farnu a ydych wedi cyrraedd y targed. Credaf eich bod wedi cydnabod bod arnoch angen llinell sylfaen er mwyn gallu barnu a ydych wedi cyrraedd eich targed o gwtogi 3 y cant mewn meysydd lle y mae cymhwysedd datganoledig erbyn 2011—ac nid wyf yn wfftio'r hyn a ddywedasoch o gwbl, gan ein bod yn cydnabod bod anawsterau yn y mater hwn.

Mae blwyddyn olaf y trydydd Cynulliad hwn wedi dechrau. Ymhen deuddeng mis, bydd y Cynulliad wedi'i addoedi ac ni fydd dim Aelodau Cynulliad, ac eto ni fyddwn yn gwybod a ydych wedi cyrraedd y targed hwnnw o 3 y cant bob blwyddyn oni allwn nodi'r llinell sylfaen lle yr ydym yn awr, a modd o gyrraedd y targed erbyn 2011. Mae angen llinell sylfaen er mwyn asesu a oes tuedd ar waith, y soniasoch amdani yn gynharach. Gwn eich bod efallai wedi cael gwas sifil i fwrw golwg dros eich datganiad, ond sylwais ar gyfeiriad at ‘ddrafft terfynol sydd ar y gweill’, sef drafft o'r strategaeth. Os tynnwch yr ymadrodd ‘ar y gweill’ allan, mae hynny'n golygu mai'r peth nesaf i ddilyn fydd drafft terfynol, ac wedyn y peth olaf un fydd strategaeth, felly mae defnyddio'r ymadrodd hwnnw'n awgrymu ein bod yn dal i fod ddau gam i ffwrdd oddi wrth y strategaeth ei hun. Efallai yr hoffech wneud sylw ar hynny, ond, yn y bôn, yr ydym ddau gam i ffwrdd oddi wrth strategaeth a fydd yn cynnwys y wybodaeth yr ydych wedi sôn amdani.

A ydych bellach yn gallu dweud gyda hyder y byddwch, erbyn mis Hydref, yn gallu darparu'r ffigurau sylfaenol y cawn ein barnu ar eu sail, gan gynnwys y flwyddyn gyfeirio, fel y gallwch fesur y 12 mis sy'n ei dilyn? Pryd y bydd y cyfnod hwnnw o 12 mis yn fesuradwy? Yr ydych eisoes wedi dweud y bydd gryn amser wedi i'r flwyddyn ddod i ben—felly pryd, fan gynharaf, mewn termau real, y byddwn yn gwybod i sicrwydd a ydym wedi cyrraedd cwtogiad o 3 y cant? Nid wyf yn bod yn orfeiriadol, Weinidog, oherwydd yr wyf yn cydnabod anawsterau data sylfaenol fel yr ydych wedi'u datgan.

A second set of questions has emerged from all this. I looked at the minutes of the Climate Change Commission for Wales, and I think that it is important that Members are aware of the actual statements. Paragraph 5.1 of the minutes says that this strategy, which is the emerging final draft, will contain details of the sector targets. Therefore, without those targets, we will not know whether you have achieved them or not, and the date on which the detailed sector targets and this document is to be published will, in effect, be the start date for being able to measure those targets, which would assist those who must implement them. It is good that Jocelyn Davies is sitting there as Deputy Minister for housing, because the minutes state that housing will be a major area expected to deliver on the targets. Minister, can you give us any indication of when Jocelyn's department will be given its targets by your department to help it to achieve the overall emissions reduction in that sector? As your original statement and the minutes suggest, the residential sector presents one of the biggest challenges but also one of the biggest opportunities for us.

I am grateful for the detailed explanations of all the things that are happening, and I recognise that they are bound to make a contribution, but, without quantifying the situation, knowing where we are starting from, where we are going to, and when we will achieve it, it is difficult to know whether we will achieve a 3 per cent reduction. As you and other Members have acknowledged, 3 per cent will not be enough. If we do not know whether we are achieving 3, 4 or 5 cent, or even 1.5 or 1.75 per cent, it is difficult for us to agree that you should take those specific actions. Can you put some more flesh on the bones, in response to those questions? I also ask you to remain confident that we support your direction of travel, but we would like to know which milestones—or kilometre stones—we are passing en route.

Jane Davidson: Thank you, Mike. I recognise that you have come late to this agenda. In almost the very first meeting when I was reporting back on the activity of the Climate Change Commission for Wales, we laid out the assumptions that the statisticians had suggested that we operate on. That was

Mae ail set o gwestiynau wedi codi yn sgîl hyn i gyd. Edrychais ar gofnodion Comisiwn Cymru ar y Newid yn yr Hinsawdd, a chredaf ei bod yn bwysig i'r Aelodau fod yn ymwybodol o'r union ddatganiadau. Dywed paragraff 5.1 yn y cofnodion y bydd y strategaeth hon, sef y drafft terfynol sydd ar y gweill, yn cynnwys manylion targedau'r sectorau. Felly, heb y targedau hynny, ni fyddwn yn gwybod a ydych wedi'u cyrraedd ai peidio, a'r dyddiad pryd y cyhoeddir y targedau manwl i'r sectorau a'r ddogfen hon, i bob pwrpas, fydd y dyddiad dechrau ar gyfer gallu mesur y targedau hynny, a byddai hynny'n cynorthwyo'r rhai sy'n gorfod eu gweithredu. Mae'n dda bod Jocelyn Davies yn eistedd yno fel Dirprwy Weinidog dros dai, oherwydd dywed y cofnodion y bydd tai'n faes pwysig lle y disgwylir cyflawni'r targedau. Weinidog, a allwch roi unrhyw syniad inni pryd y rhoddir ei thargedau i adran Jocelyn gan eich adran, i'w helpu i gyflawni'r lleihad cyffredinol mewn allyriadau yn y sector hwnnw? Fel yr awgryma eich datganiad gwreiddiol a'r cofnodion, y sector preswyl yw un o'r heriau mwyaf, ond hefyd un o'r cyfleon mwyaf inni.

Yr wyf yn ddiolchgar am yr esboniadau manwl ar yr holl bethau sy'n digwydd, ac yr wyf yn cydnabod eu bod yn siŵr o wneud cyfraniad, ond, heb fesur y sefyllfa, gwybod o ble yr ydym yn cychwyn, i ble yr ydym yn mynd, a phryd y'i cyflawnwn, mae'n anodd gwybod a gyflawnwn leihad o 3 y cant. Fel yr ydych chi ac Aelodau eraill wedi cydnabod, ni fydd 3 y cant yn ddigon. Os na wyddom a ydym yn cyflawni 3, 4 neu 5 y cant, neu hyd yn oed 1.5 neu 1.75 y cant, mae'n anodd inni gytuno y dylech gymryd y camau penodol hynny. A allwch roi mwy o gig ar yr esgryn, mewn ymateb i'r cwestiynau hynny? Gofynnaf hefyd ichi barhau'n hyderus ein bod yn cefnogi'r cyfeiriad yr ydych yn teithio iddo, ond hoffem wybod pa gerrig milltir—neu gerrig cilometr—yr ydym yn eu pasio ar y ffordd.

Jane Davidson: Diolch, Mike. Yr wyf yn sylweddoli mai'n ddiweddar yr ydych wedi dod at yr agenda hon. Yn y cyfarfod cyntaf un, bron iawn, pan oeddwn yn adrodd yn ôl am weithgaredd Comisiwn Cymru ar y Newid yn yr Hinsawdd, amlinellaisom y tybiaethau yr oedd yr ystadegwyr wedi

supported by the commission, and that is what I put to Assembly Members.

As I said, the annual greenhouse gas emission reductions are published in March or thereabouts for the UK, and then the disaggregated analysis is done and we get the Wales figures in September each year. Those figures are for the two previous years. Therefore, the 2008 figures, for example, are reported at the beginning of 2010 on a UK basis, and then properly disaggregated and brought down to a Wales level by September 2010. You ask when we will be able to determine absolutely whether we have met the 3 per cent reduction, for example, in the first year post the delivery of this action plan. I can tell you that it will be the published figures of 2012 that will give us that reduction. That has been discussed inside the climate change commission, with all-party and all-sector representation.

We have been clear about not being opportunistic, and about the need to have statistically reliable data to take this forward. The baseline is the amalgam of the average of the five years from 2006 to 2010, so our baseline will be fully confirmed by the figures for 2011, which will refer back. Therefore, part of the reason I have been extremely keen to ensure that we keep all-party support for this agenda is because I hope that all parties will continue their support for it following the next Assembly election. The huge amount of work that has been done and the huge amount of engagement across all sectors to get support for this agenda can then be taken forward. The Assembly of the future will then be able to monitor the achievements of this Assembly Government, with all-party support, but also the next Assembly Government, which, I hope, will have similar support from all parties for this agenda.

Returning to Darren's point, the fourth Assembly may well decide that the game needs to be upped as regards emissions reduction. All of the emission reduction activity, which is being discussed on a

awgrymu y dylem weithredu arnynt. Cefnogwyd hynny gan y comisiwn, a dyna a gyflwynais i Aelodau'r Cynulliad.

Fel y dywedais, cyhoeddir y gostyngiadau allyriadau nwyon tŷ gwydr blynyddol ym mis Mawrth neu tua mis Mawrth ar gyfer y Deyrnas Unedig, ac wedyn gwneir y dadansoddiad datgyfunedig a chawn ffigurau Cymru ym mis Medi bob blwyddyn. Ffigurau'r ddwy flynedd flaenorol yw'r rheini. Felly, cyhoeddir ffigurau 2008, er enghraifft, ar ddechrau 2010 i'r Deyrnas Unedig, ac wedyn cânt eu datgyfuno'n iawn a deuir â hwy i lawr i lefel Cymru erbyn mis Medi 2010. Yr ydych yn gofyn pryd y byddwn yn gallu penderfynu'n bendant a ydym wedi cyflawni'r lleihad o 3 y cant, er enghraifft, yn y flwyddyn gyntaf wedi cyflawni'r cynllun gweithredu hwn. Gallaf ddweud wrthyich mai ffigurau cyhoeddiedig 2012 a fydd yn rhoi'r lleihad hwnnw inni. Mae hynny wedi'i drafod yn y comisiwn ar y newid yn yr hinsawdd, gyda chynrychiolaeth gan bob plaid a phob sector.

Yr ydym wedi bod yn glir ynghylch peidio â bod yn fanteisgar, ac am yr angen i gael data sy'n ddibynadwy'n ystadegol i fwrw ymlaen â hyn. Mae'r llinell sylfaen yn gyfuniad o gyfartaledd y pum mlynedd rhwng 2006 a 2010, felly caiff ein llinell sylfaen ei chadarnhau'n llawn gan ffigurau 2011, a fydd yn cyfeirio'n ôl. Felly, rhan o'r rheswm pam yr wyf wedi bod yn eithriadol o awyddus i sicrhau ein bod yn cadw cefnogaeth y pleidiau i gyd i'r agenda hon yw oherwydd fy mod yn gobeithio y bydd y pleidiau i gyd yn parhau i'w chefnogi ar ôl yr etholiad Cynulliad nesaf. Wedyn gellir bwrw ymlaen â'r gwaith enfawr sydd wedi'i wneud a'r ymgysylltiad aruthrol a gafwyd ar draws pob sector i gael cefnogaeth i'r agenda hon. Wedyn bydd Cynulliad y dyfodol yn gallu monitro'r pethau a gyflawnwyd gan y Llywodraeth hon, gyda chefnogaeth hollbleidiol, ond hefyd y Llywodraeth nesaf yn y Cynulliad, a gaiff, gobeithio, gefnogaeth debyg gan bob plaid i'r agenda hon.

A dychwelyd at bwynt Darren, gallai'r pedwerydd Cynulliad yn wir benderfynu bod angen gwneud mwy o ran lleihau allyriadau. Bydd yr holl weithgaredd ym maes lleihau allyriadau, sy'n cael ei drafod ar sail adrannol

departmental basis with Ministers, and reported to the climate change commission, will enable us to take that agenda forward.

4.00 p.m.

To come back briefly to a point that Leanne made, in terms of looking at issues around leadership, the Assembly Government is maintaining political momentum by having an independent Chair working to make sure that the strategy and action plan are appropriately monitored and that the Assembly Government is held to account. However, parties will need to contribute in the context of their own policies in taking this agenda forward.

Brian Gibbons: Like Mike German, I also had a look at the minutes of the climate change commission session. It is a very long document, so you could easily miss it in the detail, but I did not see any substantial reference to Copenhagen. The question that followed from it is this: what are the projected temperature increases that we are likely to be looking at for Wales, depending on the various Copenhagen scenario fallouts? I know that further work is taking place at the United Nations and globally to try to rectify or claw back some of what was lost at Copenhagen. Are we still operating, roughly speaking, to climate change increases of 2.3 to 2.5 per cent in the second half of this century? We need to have a fair feel for what we are talking about before we get people talking about 9 per cent reductions in climate change. Nine per cent is physically impossible to deliver, and I think that you, in your statement, are absolutely right in saying that even 3 per cent will be challenging—it will be a massive challenge.

You made reference to reductions in greenhouse gases. The most recent provisional figure is that of 8 per cent, which, as I understand it, represents a 25 per cent reduction since 1990. That is impressive, but if you work it out, you will see that it is, on average, a reduction of around 1.3 to 1.4 per cent per year. That is not terribly impressive at all, and is even less impressive when we take into account that at least 10 of those

gyda Gweinidogion, ac yn cael ei adrodd i'r comisiwn ar y newid yn yr hinsawdd, yn ein galluogi i fwrw ymlaen â'r agenda honno.

A dod yn ôl yn fyr at bwynt a wnaeth Leanne, o ran edrych ar faterion ynghylch arweinyddiaeth, mae Llywodraeth y Cynulliad yn cynnal momentwm gwleidyddol drwy gael Cadeirydd annibynnol yn gweithio i wneud yn siŵr y caiff y strategaeth a'r cynllun gweithredu eu monitro'n briodol ac y caiff Llywodraeth y Cynulliad ei dal yn atebol. Fodd bynnag, bydd angen i bleidiau gyfrannu yng nghydestun eu polisiau eu hunain at fwrw ymlaen â'r agenda hon.

Brian Gibbons: Fel Mike German, cefais innau olwg ar gofnodion sesiwn y comisiwn ar y newid yn yr hinsawdd. Mae'n ddogfen hir iawn, felly gallech yn hawdd fethu ei weld yn y manylion, ond ni welais gyfeiriad sylweddol at Copenhagen. Y cwestiwn a ddilynodd yn sgîl hynny yw hyn: beth yw'r cynnydd a ragwelir yn y tymheredd yr ydym yn debyg o fod yn edrych arnynt i Gymru, gan ddibynnu ar ganlyniadau gwahanol senarios Copenhagen? Gwn fod gwaith pellach yn digwydd yn y Cenedloedd Unedig ac yn fyd-eang i geisio cywiro neu adennill rhywfaint o'r hyn a gollwyd yn Copenhagen. A ydym yn dal i weithredu, a siarad yn fras, ar sail cynnydd o ran y newid yn yr hinsawdd o 2.3 y cant i 2.5 y cant yn ail hanner y ganrif hon? Mae angen inni gael eithaf syniad am beth yr ydym yn sôn cyn i bobl sôn am ostyngiadau o 9 y cant yn y newid yn yr hinsawdd. Mae'n ffisegol amhosibl cyflawni 9 y cant, ac yr wyf yn meddwl eich bod chi, yn eich datganiad, yn llygad eich lle pan ddywedwch y bydd hyd yn oed 3 y cant yn her—bydd yn her anferth.

Cyfeiriasoch at leihau nwyon tŷ gwydr. Y ffigur dros dro diweddaraf yw 8 y cant, sydd, yn ôl a ddeallaf, yn golygu lleihad o 25 y cant ers 1990. Mae hynny'n edrych yn dda, ond os gwnewch y swm, gwelwch ei fod, ar gyfartaledd, yn lleihad o ryw 1.3 i 1.4 y cant y flwyddyn. Nid yw hynny'n ofnadwy o drawiadol o gwbl, ac mae'n llai trawiadol byth pan ystyriwn fod y rhuthr at nwy a rhaglenni i gau'r pyllau glo wedi digwydd

years were consumed by the dash to gas and programmes to close down the coal mines, with the social and economic consequences that flowed to our communities. The figure of 8 per cent, which brought us up to 25 per cent, is mainly down to the economic recession; again, a source of great pain and distress to many people in Wales and elsewhere. It raises concerns as to the road that we must travel, accepting that it is a challenging road, to be able to deliver this. We must bear in mind the historic record and the pain and hurt that had to be endured to get to 25 per cent. As I understand it, to get to the 2050 target, we will, over the next 40 years, have to achieve three times what we have achieved over the last 20 years. I think that you are absolutely right in saying that that is highly challenging.

Following on from that, are you content that the work that is being done through 'A Low Carbon Revolution', for example, which you published in March, and the climate change strategy, will realistically be able to deliver these targets? As part of the climate change strategy, will we have included some sort of cost benefit analysis that will take into account the social and economic consequences of those changes as they are implemented to achieve the 3 per cent target, never mind the targets of 6 and 9 per cent?

Jane Davidson: There has been a substantial amount of discussion about the Copenhagen summit, but the most important element of the discussion with regard to the meeting that we held at the end of March is the fact that, because we did not get the fair, ambitious and legally binding deal that we were looking for, we would not get the additional input into our targets for reductions that would be shared by other countries, contributing, therefore, towards our reductions in Wales. That was disappointing for two reasons. The scientists remained adamant about what the science is telling us about the increases in global temperature, but the fact that we did not get the deal has meant that countries are not putting the same emphasis on tackling climate change as in the run-up to Copenhagen. It was clear at the summit in Paris that many environment Ministers were struggling to put climate change back on the

mewn o leiaf 10 o'r blynyddoedd hynny, gyda'r canlyniadau cymdeithasol ac economaidd i'n cymunedau yn sgîl hynny. Mae'r ffigur o 8 y cant, a ddaeth â ni at 25 y cant, yn ganlyniad y dirwasgiad economaidd yn bennaf; eto, ffynhonnell poen a thrallod mawr i lawer o bobl yng Nghymru ac mewn mannau eraill. Mae'n codi pryderon ynghylch y llwybr y mae'n rhaid inni fynd ar hyd-ddo, a derbyn ei fod yn llwybr heriol, i allu cyflawni hyn. Rhaid inni gofio'r record hanesyddol a'r boen a'r loes y bu'n rhaid eu goddef er mwyn cyrraedd 25 y cant. Yn ôl a ddeallaf, i gyrraedd targed 2050, bydd yn rhaid inni, dros y 40 mlynedd nesaf, gyflawni cymaint dair gwaith â'r hyn yr ydym wedi'i gyflawni dros yr 20 mlynedd diwethaf. Credaf eich bod yn llygad eich lle pan ddywedwch fod hynny'n her enfawr.

Yn sgîl hynny, a ydych yn fodlon y bydd y gwaith sy'n cael ei wneud drwy 'Chwyldro Carbon Isel', er enghraifft, a gyhoeddasoch ym mis Mawrth, a'r strategaeth ar y newid yn yr hinsawdd, a bod yn realistig, yn gallu cyflawni'r targedau hyn? Fel rhan o'r strategaeth ar y newid yn yr hinsawdd, a fyddwn wedi cynnwys rhyw fath o ddadansoddiad cost a budd a fydd yn ystyried canlyniadau cymdeithasol ac economaidd y newidiadau hynny wrth iddynt ddigwydd i gyrraedd y targed o 3 y cant, heb sôn am y targedau o 6 a 9 y cant?

Jane Davidson: Cafwyd cryn dipyn o drafodaeth am uwchgynhadledd Copenhagen, ond elfen bwysicaf y drafodaeth ynglŷn â'r cyfarfod a gawsom ddiwedd mis Mawrth yw'r ffaith, am na chawsom y cytundeb teg, uchelgeisiol ac iddo rym cyfreithiol yr oeddem yn edrych amdano, na chaem y mewnbwn ychwanegol i'n targedau ar gyfer gostyngiadau a rennid gan wledydd eraill, gan gyfrannu, felly, at ein gostyngiadau ni yng Nghymru. Yr oedd hynny'n siomedig am ddau reswm. Yr oedd y gwyddonwyr yn parhau'n bendant ynghylch yr hyn y mae'r wyddoniaeth yn ei ddweud wrthym am y cynnydd yn nymheredd y byd, ond mae'r ffaith na chawsom y cytundeb wedi golygu nad yw gwledydd yn rhoi'r un pwyslais ar fynd i'r afael â'r newid yn yr hinsawdd ag a wnaent cyn Copenhagen. Yr oedd yn amlwg yn yr uwchgynhadledd ym Mharis fod llawer o Weinidogion amgylchedd yn ei chael yn

agenda. It is a complex and difficult issue, and if you do not tackle it well, it will have huge social justice consequences. Therefore, we are very much ahead of the game in Wales, because we are actively looking at how we can achieve our targets, while fully recognising that, if we do not plan well, there will be social consequences. We are keen to make sure that our emission reductions do not carry a social justice penalty. Therefore, we are strongly screening our actions with regard to that agenda, and that is being supported across the commission.

The 2009 UK climate projections remain the benchmark; in fact, they remain the benchmark across the world for looking at what the temperatures will be. They are deeply worrying. No science has challenged those modelling assumptions. All that we can do is model, as we cannot see into the future; we are not prescient in that way. The models are very worrying, and we have already seen that we have to adapt in ways that was not previously the case. In this international year of biodiversity, we are seeing dramatic effects on biodiversity that we know are directly related to climate change. The evidence is around us, not just in the context of issues relating to climate change.

We are looking at how we can take this agenda forward in ways that will lead to the appropriate reductions, but often we need a longer lead-in time for many elements of it. When we publish the delivery plan, several elements within it will be backloaded in order to avoid the social and economic consequences that might otherwise have been in place. All Assembly Government departments have been equally engaged in that process.

I can be a little more heartening on the figures. There was a 6.8 per cent reduction in greenhouse gases in Wales between 2006 and 2007. Therefore, there was a good outcome for us in that year. I said in answer to Leanne that the provisional figures for DECC, which were published in March, showed that the

anodd rhoi'r newid yn yr hinsawdd yn ôl ar yr agenda. Mae'n fater cymhleth a dyrys, ac os nad ewch i'r afael ag ef yn dda, caiff ganlyniadau enfawr o ran cyfiawnder cymdeithasol. Felly, yr ydym yn wirioneddol ar y blaen yng Nghymru, am ein bod wrthi'n edrych ar sut y gallwn gyflawni ein targedau, gan gydnabod yn llawn y bydd canlyniadau cymdeithasol os na chynlluniwn yn dda. Yr ydym yn awyddus i sicrhau na fydd cosb o ran cyfiawnder cymdeithasol yn sgîl lleihau allyriadau. Felly, yr ydym yn sgrinio'r camau a gymerwn o dan yr agenda honno'n gadarn, a chefnogir hynny ar draws y comisiwn.

Rhagolygon hinsawdd y Deyrnas Unedig 2009 yw'r meincnod o hyd; yn wir, dyma'r meincnod dros y byd o hyd ar gyfer edrych ar beth fydd y tymereddau. Maent yn peri pryder mawr. Nid oes dim math o wyddoniaeth wedi herio'r tybiaethau modelu hyn. Y cwbl y gallwn ei wneud yw modelu, gan na allwn weld y dyfodol; nid ydym yn broffwydol yn y modd hwnnw. Mae'r modelau'n peri pryder mawr, ac yr ydym eisoes wedi gweld bod yn rhaid inni ymaddasu mewn ffyrdd nad oedd yn rhaid inni o'r blaen. A hithau'n flwyddyn ryngwladol bioamrywiaeth, yr ydym yn gweld effeithiau dramatig ar fioamrywiaeth y gwyddom eu bod yn gysylltiedig yn uniongyrchol â'r newid yn yr hinsawdd. Mae'r dystiolaeth o'n cwmpas, nid dim ond yng nghyd-destun materion sy'n ymwneud â'r newid yn yr hinsawdd.

Yr ydym yn edrych ar sut y gallwn fwrw ymlaen â'r agenda hon mewn ffyrdd a fydd yn arwain at y gostyngiadau priodol, ond yn aml mae angen mwy o amser rhagarweinol ar gyfer sawl elfen o hyn. Pan gyhoeddwn y cynllun cyflawni, bydd sawl elfen ynddo wedi'u hôl-lwytho er mwyn osgoi'r canlyniadau cymdeithasol ac economaidd a allasai ddigwydd fel arall. Mae holl adrannau Llywodraeth y Cynulliad wedi bod wrthi fel ei gilydd yn y broses honno.

Gallaf fod ychydig yn fwy calonogol ynglŷn â'r ffigurau. Bu gostyngiad o 6.8 y cant mewn nwyon tŷ gwydr yng Nghymru rhwng 2006 a 2007. Felly, cafwyd canlyniad da inni yn y flwyddyn honno. Dywedais, wrth ateb Leanne, fod ffigurau dros dro yr Adran Ynni a Newid Hinsawdd, a gyhoeddwyd ym mis

reduction between 2007 and 2008, in one year, was 8.6 per cent. We will, therefore, have years in which, as a result of people tightening their belts and being much more focused on energy efficiency, we will be able to increase the reductions substantially. The biggest win will come from the energy efficiency agenda. If we can be energy efficient in the residential sector, in businesses, transport and in the industrial sector, not only do we get green jobs but we get emissions reductions too.

Mawrth, yn dangos bod y gostyngiad rhwng 2007 a 2008, mewn un flwyddyn, yn 8.6 y cant. Felly cawn flynyddoedd lle y byddwn yn gallu gwneud gostyngiadau mwy sylweddol, am fod pobl yn fwy darbodus ac yn canolbwyntio llawer mwy ar ddefnyddio ynni'n effeithlon. Yn sgîl yr agenda'n ymwneud â defnyddio ynni'n effeithlon y daw'r llwyddiant mwyaf. Os gallwn ddefnyddio ynni'n effeithlon yn y sector preswyl, mewn busnesau, trafniadaeth ac yn y sector diwydiannol, byddwn nid yn unig yn cael swyddi gwyrdd ond yn lleihau allyriadau hefyd.

4.10.p.m.

Y Llywydd: Diolch yn fawr i'r Gweinidog am y datganiad.

The Presiding Officer: Thank you, Minister, for the statement.

Y Cynllun Trafnidiaeth Cenedlaethol The National Transport Plan

Y Llywydd: Yn awr, y foment mae llawer ohonom wedi aros yn hir amdani—y ddadl gyntaf erioed ar gynllun trafniadaeth cenedlaethol. Yr wyf wedi dethol gwelliannau 1, 2 a 3 yn enw Alun Cairns.

The Presiding Officer: Now we come to a moment that many of us have long awaited—the first ever debate on a national transport plan. I have selected amendments 1, 2 and 3 in the name of Alun Cairns.

Y Dirprwy Brif Weinidog a'r Gweinidog dros yr Economi a Thrafnidiaeth (Ieuan Wyn Jones): Cynigaf fod

The Deputy First Minister and Minister for the Economy and Transport (Ieuan Wyn Jones): I move that

Cynulliad Cenedlaethol Cymru:

the National Assembly for Wales:

yn croesawu'r cynllun trafniadaeth cenedlaethol a chynigion Llywodraeth Cynulliad Cymru i ddatblygu rhwydwaith trafniadaeth modern, integredig a chynaliadwy i Gymru. (NDM4458)

welcomes the national transport plan and the Welsh Assembly Government's proposals to develop a modern, integrated and sustainable transport network for Wales. (NDM4458)

Mae'n dda gennyf gynnig croesawu cynllun trafniadaeth cenedlaethol a gofynnaf am gefnogaeth y Cynulliad y prynhawn yma. Dyma'r cam cyntaf tuag at greu rhwydwaith sydd yn fodern, cynaliadwy ac integredig i Gymru. Yr wyf yn hynod o falch mai'r Llywodraeth hon sy'n gwneud hyn am y tro cyntaf.

Today I am pleased to present our national transport plan, and I seek the Assembly's support this afternoon. This is the first step to build a modern, integrated and sustainable transport network for Wales. I am very proud that it is this Government that is doing this for the first time.

Mae'r cynllun yn gweithredu ar y weledigaeth yn strategaeth trafniadaeth Cymru ac mae'n adlewyrchu'r ymgynghoriad eang a gynhaliwyd ar y cynllun drafft. Mae'n

The plan takes forward the vision set out in the Wales transport strategy and reflects the wide consultation on the draft plan. I am pleased that the majority of the over 370

dda gennyf ddweud y cafwyd dros 370 o ymatebion a bod y mwyafrif yn cytuno â'n cynlluniau ni i integreiddio trafndiaeth.

Er mwyn adlewyrchu'r cyfeiriad newydd hwn, hoffwn dynnu sylw'r Cynulliad at y ffaith bod 54 y cant o'r gyllideb eleni, a hynny am y tro cyntaf, o dros £600 miliwn, yn cael ei wario ar drafndiaeth gynaliadwy, gyda'r gweddill yn cael ei wario ar ffyrdd. Mae hyn yn dangos y newid sydd wedi bod yn ein gwario er mwyn cefnogi ein gweledigaeth i fynd i'r afael â'r newid yn yr hinsawdd ac i alluogi ein dinasyddion i wneud dewisiadau sydd, lle bo modd, yn well ac yn fwy cynaliadwy wrth deithio.

System drafndiaeth ddibynadwy yw'r hyn sy'n cadw ein heconomi yn fyw. Mae angen inni ymateb i her y newid yn yr hinsawdd a'r angen i gysylltu pob cwr o'r wlad â'i gilydd mewn modd a fydd yn sicrhau na fydd cymunedau ac unigolion yn cael eu hynysu ac a fydd yn sicrhau bod ein prif lwybrau teithio yn ddiogel ac yn ddibynadwy er mwyn cludo nwyddau a chynnig dewisiadau atyniadol a mwy cynaliadwy i'n pobl. Nid yw'n bosibl i hyn oll gael ei wneud dros nos, ond yr wyf yn hyderus ein bod ar y trywydd iawn gyda'r cynllun hwn.

Ni fydd hyn yn sioc, ond nid wyf yn argymhell i'r Cynulliad dderbyn gwelliannau'r Ceidwadwyr. Maent yn dangos diffyg cysondeb llwyr. Mae'r cynlluniau hyn yn cynnig newid mawr yn yr opsiynau ar gyfer trafndiaeth gyhoeddus, ond ni allwch ddadlau o blaid hynny a beirniadu ar yr un pryd ein cynigion am ateb o gwmpas yr M4 sy'n seiliedig ar drafndiaeth gyhoeddus a ffyrdd eraill.

Y wyf yn benderfynol y byddwn yn gwau elfennau megis trafndiaeth gyhoeddus a chymunedol a cherdded a beicio yn rhan o'n rhwydwaith. Byddwn yn cynllunio ar lefel Cymru gyfan gan greu dolenni cyswllt â gweddill y Deyrnas Unedig a thir mawr Ewrop. Ond, y consortia rhanbarthol, drwy eu cynlluniau trafndiaeth, a fydd yn gyfrifol am weithredu yn lleol. Unwaith eto, yr ydym am daro'r cydbwysedd iawn.

Our transport network has a crucial role to play in leading Wales out of recession and

responses that we received were in agreement with our plans for integrating transport.

To reflect this new direction, I would like to draw the Assembly's attention to the fact that 54 per cent of this year's budget of over £600 million is being spent on sustainable travel, with the rest on roads. This represents a shift in spending in support of our vision to tackle climate change and enable our citizens to make better and more sustainable transport choices whenever possible.

Reliable transport is the blood supply that keeps our economy pumping. We need to respond to the challenge of climate change and the need to ensure a connected nation in a way that ensures that communities and individuals do not become isolated and that keeps our major routes safe and reliable for freight and gives our people attractive and more sustainable choices. This cannot be achieved overnight, but I am confident that we are on the right track with this plan.

This will not be a surprise, but I urge the Assembly to reject the Conservative amendments. They demonstrate a complete lack of consistency. These plans represent a major shift to public transport options, but you cannot argue for that and at the same time criticise our proposals for a solution around the M4 based on public transport and alternative routes.

I am determined that we will weave public and community transport, walking and cycling into our network. We plan at an all Wales level, bringing together connectivity with the rest of the UK and the European mainland. However, local delivery will be in the hands of the regional consortia and their transport plans. Once again, we want to strike the right balance.

Mae gan ein rhwydwaith trafndiaeth rôl allweddol i'w chwarae i arwain Cymru allan

propelling us on the road to recovery, and early feedback on my economic renewal programme confirms the importance of first-class infrastructure, which clearly includes transport.

We see some of our road schemes, for example, the newly started Porthmadog bypass, our commitment to the Heads of the Valleys road and the M4 improvements, as being designed to improve not only strategic transport links, but as also being key to improving the regional economy and, in many areas, the regeneration of many of our communities.

*Daeth y Dirprwy Lywydd (Rosemary Butler) i'r Gadair am 4.14 p.m.
The Deputy Presiding Officer (Rosemary Butler) took the Chair at 4.14 p.m.*

Given the pressure on public finances, it is critical that we get more from our transport network, making it more joined up and more effective. One major theme is better integration; for example, improving sections of the road and rail network to make them safer, swifter and more reliable, and enhancing opportunities for people to walk and cycle. So we will bring together different ways of travelling, such as bus and rail, through a new Wales travel card—*cerdyn teithio Cymru*—which will involve integrated ticketing.

We will also create a series of modal interchanges where people can park and ride or park and share, which means close co-operation with regional transport consortia across Wales and with local service operators.

Integration also means shifting the balance of our expenditure towards sustainable transport. That is happening over time. One of the ways in which we will move ahead is through rolling out sustainable travel centres—developing those multi-modal interchanges that help people to use greener ways of getting around. The first such centre was Cardiff, with a £28 million strategy. I recently announced Môn a Menai as a sustainable travel centre, with around £8 million for a three-year programme of work. That investment will be supported by ‘Smarter Choices’ guidance about healthy and sustainable travel solutions and improved

o'r dirwasgiad a'n gyrru ar y ffordd i adferiad, ac mae'r ymateb cynnar i'm rhaglen adnewyddu economaidd yn cadarnhau pwysigrwydd seilwaith o'r radd flaenaf, sy'n amlwg yn cynnwys trafndiaeth.

Gwelwn fod rhai o'n cynlluniau ffyrdd, er enghraifft, ffordd osgoi Porthmadog sydd newydd ei chychwyn, ein hymrwymiad i ffordd Blaenau'r Cymoedd a gwelliannau'r M4, wedi'u cynllunio nid yn unig i wella cysylltiadau trafndiaeth strategol, ond hefyd yn allweddol i wella'r economi ranbarthol ac, mewn sawl ardal, adfywio llawer o'n cymunedau.

Oherwydd y pwysau ar gyllid cyhoeddus, mae'n hanfodol inni gael mwy gan ein rhwydwaith trafndiaeth, gan ei wneud yn fwy cydlynol ac yn fwy effeithiol. Un thema fawr yw gwell integreiddio; er enghraifft, gwella rhannau o'r rhwydwaith ffyrdd a rheilffyrdd i'w gwneud yn fwy diogel, yn gyflymach ac yn fwy dibynadwy, a gwella cyfleon i bobl gerdded a reidio beic. Felly deunw â gwahanol ddulliau o deithio, megis bws a thrên, ynghyd drwy gerdyn teithio newydd i Gymru a fydd yn golygu tocynnau integredig.

Hefyd fe grëwn gyfres o gyfnewidfeydd moddol lle y gall pobl barcio a theithio neu drên neu barcio a rhannu car, sy'n golygu cydweithredu agos â chonsortia trafndiaeth rhanbarthol ar draws Cymru ac â gweithredwyr gwasanaethau lleol.

Mae integreiddio hefyd yn golygu newid cydbwysedd ein gwariant tuag at drafndiaeth gynaliadwy. Mae hynny'n digwydd o dipyn i beth. Un o'r ffyrdd y symudwn ymlaen yw drwy raddol gyflwyno canolfannau teithio cynaliadwy—gan ddatblygu'r cyfnewidfeydd aml-foddol hynny sy'n helpu pobl i ddefnyddio ffyrdd gwyrddach o fynd o le i le. Caerdydd oedd y ganolfan gyntaf o'r fath, gyda strategaeth £28 miliwn. Yn ddiweddar cyhoeddais fod Môn a Menai yn ganolfan teithio cynaliadwy, gyda rhyw £8 miliwn ar gyfer rhaglen waith dair blynedd. Ategir y buddsoddiad hwnnw â chanllawiau ‘Dewisiadau Doethach’ ynghylch atebion

travel information. So, on the one hand, you need the infrastructure to enable people to make those choices and, once people have those choices, they need the best possible advice in order to be able to use sustainable transport.

Alongside specific proposals already identified for our roads and railways, we will make train stations more accessible, invest in rolling stock to improve comfort, safety and speed, and produce route management strategies for our trunk road and motorway network to improve safety, reliability and journey times.

We are all aware of future constraints on public expenditure, which will throw down a major challenge to achieving the vision set out today. I will be seeking to maximise the benefit of every single pound that we put into our transport system and to ensure our spending helps us move to a low-carbon future. I am confident that this plan meets that objective and I commend it to the National Assembly for Wales.

David Melding: I move the following amendments in the name of Alun Cairns. Amendment 1: replace ‘welcomes’ with ‘notes’.

Amendment 2: add a new point at the end of the motion:

believes that more measures are required to reduce car use by providing people with reliable public transport alternatives.

Amendment 3: add a new point at the end of the motion:

regrets that the transport plan fails to adequately address the biggest strategic challenge facing the transport network in south Wales—congestion on the M4 around Newport.

I would like to say at the outset that there is

teithio iach a chynaliadwy a gwell gwybodaeth i deithwyr. Felly, ar y naill law, mae angen y seilwaith i alluogi pobl i wneud y dewisiadau hynny a phan fydd y dewisiadau hynny ar gael i bobl, mae angen iddynt gael y cyngor gorau posibl er mwyn gallu defnyddio trafndiaeth gynaliadwy.

Ynghyd â chynigion penodol sydd eisoes wedi'u nodi ar gyfer ein ffyrdd a'n rheilffyrdd, gwnawn orsafoedd trên yn fannau mwy hygyrch, buddsoddi mewn cerbydau rheilffordd i'w gwneud yn fwy cyfforddus ac i wella diogelwch a chyflymder, a llunio strategaethau rheoli llwybrau i'n rhwydwaith cefnffyrdd a thraffyrdd i wella diogelwch, dibynadwyedd ac amseroedd teithio.

Yr ydym i gyd yn ymwybodol o'r cyfyngiadau a fydd ar wariant cyhoeddus yn y dyfodol, rhywbeth a fydd yn gosod her fawr i'n gallu i wireddu'r weledigaeth a amlinellir heddiw. Byddaf yn ceisio cael y budd mwyaf o bob un bunt a roddwn i'n system drafndiaeth a sicrhau bod ein gwario'n ein helpu i symud at ddyfodol carbon isel. Yr wyf yn hyderus bod y cynllun hwn yn cyflawni'r amcan hwnnw ac fe'i cymeradwyaf i Gynulliad Cenedlaethol Cymru.

David Melding: Cynigïaf y gwelliannau canlynol yn enw Alun Cairns. Gwelliant 1: yn lle ‘croesawu’ rhoi ‘nodi’.

Gwelliant 2: ychwanegu pwynt newydd ar ddiwedd y cynnig:

yn credu bod gofyn cael mwy o fesurau i annog pobl i ddefnyddio llai ar eu ceir drwy gynnig dewisiadau trafndiaeth gyhoeddus dibynadwy iddynt yn eu lle.

Gwelliant 3: ychwanegu pwynt newydd ar ddiwedd y cynnig:

yn gresynu at y cynllun trafndiaeth yn methu mynd i'r afael yn ddigonol â'r sialens strategol fwyaf sy'n wynebu'r rhwydwaith trafndiaeth yn ne Cymru—tagfeydd ar yr M4 o amgylch Casnewydd.

Hoffwn ddweud ar y dechrau fod y cynllun

much in the national transport plan that will have support across the Chamber. Nothing that I am going to say in criticising the Deputy First Minister's approach should gainsay the fact that we agree on many of the objectives; it is how we get there that is the real issue. There are one or two strategic matters on which we feel the Deputy First Minister has been inadequately challenging and, if he continues in this way, that will sell Wales short.

To pick one need that I think will be paramount in the next 10 years or so, there is the need to reduce the number of single-passenger car journeys to achieve key modal shift. In other words, getting people either to share cars or to take public transport. That seems to me to be at the heart of sustainable transport.

When I look at the transport plan, I give it a C+ or B-, Deputy First Minister. I will elaborate on why that is the case. The Oyster card scheme, if I can use that description, is something that I backed when you announced the draft plan. However, I criticised you at the time for setting a target for 2014, which is nearly at the end of the next Assembly, and I am disappointed that you have not changed that target. You want more traffic-free routes, and that is absolutely key, because getting people to cycle and walk is the biggest sustainable gain that we can make in transport terms, because, even when people take public transport, there is a carbon cost, although it is obviously less than that of travelling in a car on your own.

The target is to have a 'larger number' of such routes. No-one would be against that, but I am not sure that it is terribly helpful to have such a vague target. Similarly, to match that, you make a vague promise to increase the funding for walking and cycling schemes. That is an aim that we share, but we need to have some of the details spelled out. Again, there is a vague commitment to 'improve' transport information. Some people might think that that is slightly esoteric, but all of the empirical studies show that giving people effective information about public transport services is essential in getting them to use public transport. Many of us now take buses

trafnidiaeth cenedlaethol yn cynnwys llawer a gaiff gefnogaeth ar draws y Siambr. Ni ddylai dim a ddywedaf wrth feirniadu'r ffordd y mae'r Dirprwy Brif Weinidog yn mynd ati wrth-ddweud y ffaith ein bod yn cytuno ar lawer o'r amcanion; sut y mae cyrraedd y nod yw'r cwestiwn go iawn. Mae un neu ddau fater strategol lle y teimlwn nad yw'r Dirprwy Brif Weinidog wedi bod yn ddigon heriol a lle y bydd, os deil ati fel hyn, yn gwneud cam â Chymru.

A dewis un angen a fydd yn fy marn i yn bwysicach na dim yn y 10 mlynedd nesaf, mae angen lleihau nifer y siwrneiau car un teithiwr i sicrhau newid moddol allweddol. Mewn geiriau eraill, cael pobl i rannu ceir neu ddefnyddio cludiant cyhoeddus. Mae hynny, fe ymddengys i mi, yn greiddiol i drafnidiaeth gynaliadwy.

Pan edrychaf ar y cynllun trafnidiaeth, rhoddaf C+ neu B- iddo, Ddirprwy Brif Weinidog. Ymhelaethaf ar y rhesymau dros hynny. Mae'r cynllun cerdyn Oyster, os caf ei ddisgrifio felly, yn rhywbeth a gefnogais pan gyhoeddasoch y cynllun drafft. Fodd bynnag, fe'ch beirnedais ar y pryd am osod 2014 yn darged, sydd bron ar ddiwedd y Cynulliad nesaf, ac yr wyf yn siomedig nad ydych wedi newid y targed hwnnw. Mae arnoch eisiau mwy o lwybrau didrafft, ac mae hynny'n gwbl allweddol, oherwydd cael pobl i seiclo a cherdded yw'r cam cynaliadwy mwyaf y gallwn ei gymryd o ran trafnidiaeth, oherwydd, hyd yn oed pan aiff pobl ar gludiant cyhoeddus, ceir cost o ran carbon, er ei bod wrth reswm yn is na chost teithio mewn car ar eich pen eich hun.

Cael 'nifer fwy' o lwybrau o'r fath yw'r targed. Ni fyddai neb yn erbyn hynny, ond nid wyf yn siŵr a yw'n arbennig o fuddiol cael targed mor niwlog. Yn yr un modd, i gyd-fynd â hynny, yr ydych yn gwneud addewid niwlog i gynyddu'r cyllid i gynlluniau cerdded a seiclo. Yr ydym yn cydfynd â'r nod hwnnw, ond mae angen egluro rhai o'r manylion. Eto, ceir ymrwymiad niwlog i 'wella' gwybodaeth am gludiant. Gallai rhai pobl feddwl bod hynny ychydig yn esoterig, ond mae pob astudiaeth empirig yn dangos bod rhoi gwybodaeth effeithiol i bobl am wasanaethau cludiant cyhoeddus yn hanfodol i'w cael i ddefnyddio cludiant

simply because we can go to the bus stop and see the latest information displayed electronically so that we have an idea of how long we need to wait for the bus.

cyhoeddus. Mae llawer ohonom yn defnyddio bysbus bellach am y rheswm syml y gallwn fynd at y safle bws a gweld y wybodaeth ddiweddaraf ar sgrin electronig fel bod gennym syniad am ba hyd y bydd angen aros am y bws.

4.20 p.m.

These things are key to improving the sustainability of the transport network. The plan is disappointing in terms of its targets and monitoring. You say that you are working on those devices, but that should have been done by now, and we should have at least had an action plan as an appendix to the transport plan. We cannot turn to the transport strategy either, if that is going to be one of your defences, because that is equally as vague. We are told in the transport strategy that a key outcome is:

Mae'r pethau hyn yn allweddol i wella cynaliadwyedd y rhwydwaith trafniadaeth. Mae'r cynllun yn siomedig o ran ei dargedau a monitro. Dywedwch eich bod yn gweithio ar y pethau hyn, ond dylid bod wedi gwneud hynny erbyn hyn, a dylem fod o leiaf wedi cael cynllun gweithredu fel atodiad i'r cynllun trafniadaeth. Ni allwn droi at y strategaeth drafniadaeth ychwaith, os yw hynny am fod yn amddiffyniad gennyh, oherwydd y mae honno yr un mor niwlog. Dyma ganlyniad allweddol a roddir yn y strategaeth drafniadaeth:

'improve the efficient, reliable and sustainable movement of people'.

'symud pobl o gwmpas mewn ffordd fwy effeithlon, dibynadwy a chynaliadwy'.

None of us would disagree with that, but the first indicator under that is:

Ni fyddai neb ohonom yn anghytuno â hynny, ond dyma'r dangosydd cyntaf o dan hynny:

'Passenger levels on the public transport network as well as the frequency, reliability and suitability of services offered.'

'Nifer y teithwyr ar y rhwydwaith trafniadaeth gyhoeddus yn ogystal ag amledd, dibynadwyedd ac addasrwydd y gwasanaethau a gynigir.'

It is stating the damned obvious, is it not, that that will have to be looked at? There are no figures for how that indicator will move and improve. Another indicator is:

Datgan rhywbeth sy'n gwbl amlwg, onid e, yw dweud y bydd yn rhaid edrych ar hynny? Nid oes dim ffigurau ar gyfer sut y bydd y dangosydd hwnnw'n symud ac yn gwella. Dyma ddangosydd arall:

'Travel time variance on key sections of the road network.'

'Amrywiadau yn yr amser teithio ar rannau allweddol o'r rhwydwaith ffyrdd.'

Who on earth would disagree with that? However, I would like to have some detail on how the variances will be reduced. The other indicator is:

Pwy ar y ddaear a fyddai'n anghytuno â hynny? Fodd bynnag, hoffwn gael manylion ynghylch sut y lleiheir yr amrywiadau. Dyma'r dangosydd arall:

'Traffic flow over key sections of the road network.'

'Llif traffig dros adrannau allweddol o'r rhwydwaith ffyrdd.'

I am not quite sure what other area you would look at to try to improve the transport network, but, again, there is no actual target

Nid wyf yn hollol siŵr ar ba faes arall yr edrychech i geisio gwella'r rhwydwaith trafniadaeth, ond, eto, nid oes dim targed

or figure, which is very disappointing.

To turn to the issue of the M4 around Newport, it is key to the south Wales economy. There are ways in which we could approach this in terms of managing the M4 more effectively, although most of us could not find a way of controlling the use of the M4 around Newport at peak times without some form of charging, which some may find objectionable; there would need to be a great deal of consultation if you were to go down that route. If that is not the way that we will go, and you accept that the M4 is our key arterial route in south Wales, we will have to build a relief road. I cannot see that the measures that you are bringing in delivering the level of relief that we will need.

The Deputy Presiding Officer: Order. Please wind up.

David Melding: We need honesty on this issue, because it is a strategic necessity to keep the M4 flowing. If the M4 is blocked at Newport, it is, effectively, blocked along its whole length right down to Pont Abraham and beyond. So, you need to come back with much more effective monitoring plans and to not duck some of the big strategic challenges before us.

Alun Davies: I thought that was a curious speech from David Melding. I can imagine him spending the whole of last night trying to find an issue on which he disagrees with the Government; it appears that he gave up halfway through. In terms of faint praise, I think that the Government should be pleased with that from the opposition.

Like other Members, I welcome the fact of the plan. We will have disagreements from time to time about the implementation of the plan and its priorities, but I think that Members across the Chamber can join together in welcoming the fact that we have a national transport strategy and plan in place, and have created a framework for us to have discussions and debates about competing priorities in the future. It is also a means by which we can hold this Minister and other Ministers to account. We have seen here the

gwirioneddol na ffigur, ac mae hynny'n siomedig iawn.

A throi at fater yr M4 o amgylch Casnewydd, mae'n allweddol i economi'r de. Ceir ffyrdd y gallem ymdrin â hyn o ran rheoli'r M4 yn fwy effeithiol, er na allai'r rhan fwyaf ohonom ganfod ffordd o reoli defnyddio'r M4 o amgylch Casnewydd ar adegau brig heb ryw ffurf ar godi tâl, sy'n wrthun gan rai pobl; byddai angen llawer iawn o ymgynghori pe dilynech y trywydd hwnnw. Os nad dyna'r trywydd yr ydym am ei ddilyn, a'ch bod yn derbyn mai'r M4 yw ein prif lwybr allweddol yn y de, bydd yn rhaid inni adeiladu ffordd liniaru. Ni allaf weld y gwnaiff y mesurau yr ydych chi'n eu cyflwyno sicrhau'r lefel o liniaru y bydd arnom ei hangen.

Y Dirprwy Lywydd: Trefn. A wnewch ddirwyn i ben, os gwelwch yn dda?

David Melding: Mae arnom angen gonestrwydd ar y mater hwn, oherwydd y mae'n anghenraid strategol cadw'r M4 i lifo. Os caiff yr M4 ei thagu yng Nghasnewydd, caiff ei thagu i bob pwrpas ar ei hyd yr holl ffordd i lawr i Bont Abram a'r tu hwnt. Felly, mae angen ichi ddod yn ôl gyda chynlluniau monitro llawer mwy effeithiol a pheidio ag osgoi rhai o'r heriau strategol mawr sydd o'n blaenau.

Alun Davies: Araith od oedd honno gan David Melding yn fy marn i. Gallaf ei ddychmygu wrthi neithiwr yn ceisio canfod pwnc y mae'n anghytuno â'r Llywodraeth yn ei gylch; mae'n ymddangos iddo roi'r ffidil yn y to ar hanner ffordd. O ran canmoliaeth wan, credaf y dylai'r Llywodraeth fod yn hapus gyda hynny o du'r wrthblaid.

Fel Aelodau eraill, yr wyf yn croesawu bodolaeth y cynllun. Fe wnawn anghytuno o bryd i'w gilydd ynglŷn â gweithredu'r cynllun a'i flaenoriaethau, ond credaf y gall Aelodau ar draws y Siambr ymuno i groesawu'r ffaith bod gennym gynllun a strategaeth drafnidiaeth genedlaethol, a'n bod wedi creu fframwaith i gael trafod a dadlau ynghylch blaenoriaethau a fydd yn cystadlu â'i gilydd yn y dyfodol. Mae'n fodd hefyd inni allu dal y Gweinidog hwn a Gweinidogion eraill yn atebol. Yr ydym wedi

publication of targets and objectives, which is an important step forward to enable the Assembly to hold the Government to account.

On previous occasions when we have debated and discussed transport policy, particularly over the last year, we have focused on one road, that is, the Heads of the Valleys road. I do not intend to pursue that this afternoon, except to say that the Minister for Business and Budget announced a strategy and Government programme earlier this year by which local businesses and local people would benefit from public expenditure. I hope that the Deputy First Minister will ensure that local businesses along the route of that new road will be able to benefit from public money spent on building it. That is a point made in that specific context, but there is also a more general point to be made there.

In terms of where the money is being spent, I agree with and support the Government in taking a wider view on this and looking at the development of strategic corridors for transport across the whole of the country. There are objectives and ways of working in terms of sustainability and integration and that is all in the plans. In replying to the debate, I would be grateful if the Deputy First Minister would outline again what role he sees the regional transport consortia playing, because, at the moment, I see that as a weak link. I have been surprised by the nature of some of the plans and documents that I have seen from regional transport consortia, which I do not believe have been sufficiently robust in progressing the objectives that he has outlined to us this afternoon, which are widely shared throughout the Chamber, and delivering on them for people living in those communities. That is my experience of a range of different transport consortia. Therefore, I would be grateful if the Deputy First Minister would address that in his response; it is also a subject that I would like to see the Deputy First Minister return to in the future.

On the overall development of strategic transport corridors, I hope that the Deputy First Minister will ensure that the total expenditure on transport in his department is

gweld cyhoeddi targedau ac amcanion yma, sy'n gam pwysig ymlaen i alluogi'r Cynulliad i ddal y Llywodraeth yn atebol.

Pan ydym wedi cynnal dadl a thrafodaeth ynglŷn â pholisi trafndiaeth o'r blaen, yn enwedig dros y flwyddyn ddiwethaf, yr ydym wedi canolbwyntio ar un ffordd, sef ffordd Blaenau'r Cymoedd. Nid wyf yn bwriadu dilyn y trywydd hwnnw y prynhawn yma, dim ond dweud i'r Gweinidog dros Fusnes a'r Gyllideb gyhoeddi strategaeth a rhaglen y Llywodraeth yn gynharach eleni lle y byddai busnesau lleol a phobl leol yn elwa o wariant cyhoeddus. Gobeithio y gwnaiff y Dirprwy Brif Weinidog sicrhau y bydd busnesau lleol ar hyd y ffordd newydd honno'n gallu elwa o'r arian cyhoeddus a werir ar ei hadeiladu. Pwynt a wneir yn y cyd-destun arbennig hwnnw yw hynny, ond mae pwynt mwy cyffredinol i'w wneud ynglŷn â hynny hefyd.

O ran lle y caiff yr arian ei wario, yr wyf yn cytuno â'r Llywodraeth ac yn ei chefnogi o ran cymryd golwg ehangach ar hyn ac edrych ar ddatblygu coridorau strategol ar gyfer trafndiaeth ar draws y wlad gyfan. Ceir amcanion a ffyrdd o weithio o ran cynaliadwyedd ac integreiddio ac mae hynny i gyd yn y cynlluniau. Wrth ymateb i'r ddadl, byddwn yn ddiolchgar pe bai'r Dirprwy Brif Weinidog yn amlinellu eto pa rôl y mae'n gweld y consortia trafndiaeth rhanbarthol yn ei chwarae, oherwydd, ar hyn o bryd, gwelaf hynny'n ddolen wan. Yr wyf wedi synnu at natur rhai o'r cynlluniau a'r dogfennau yr wyf wedi eu gweld gan gonsortia trafndiaeth rhanbarthol, nad ydynt yn fy marn i wedi bod yn ddigon cadarn o ran hyrwyddo'r amcanion y mae wedi'u hamlinellu inni y prynhawn yma, amcanion y cytunir â hwy gan lawer iawn yn y Siambr, ac o ran eu gwireddu i bobl sy'n byw yn y cymunedau hynny. Dyna fy mhrofiad i o lu o wahanol gonsortia trafndiaeth. Felly, byddwn yn ddiolchgar pe rhoddai'r Dirprwy Brif Weinidog sylw i hynny yn ei ymateb; mae'n bwnc yr hoffwn weld y Dirprwy Brif Weinidog yn dychwelyd ato yn y dyfodol hefyd.

Ynglŷn â datblygiad cyffredinol coridorau trafndiaeth strategol, gobeithio y gwnaiff y Dirprwy Brif Weinidog sicrhau y caiff cyfanswm y gwariant ar drafndiaeth yn ei

very much linked with the expenditure on economic development. At the end of the day, we have been through a dreadful and awful economic storm in this country over the last two years. We will have disagreements across the Chamber on how the Government has dealt with that—I believe that the activist approach of the Government has enabled the people of Wales and the communities of Wales to sustain their economic activity, which would not have happened had we had a Government of a different colour in office. However, we now have to use the funding that is available to us to ensure that we are funding, supporting and investing in economic growth for the future. That money must have the biggest impact possible. That means, I hope, that we will see a dovetailing of expenditure on economic development and transport. There will also be other areas of Government involved, but, within this department, I hope that we will see the dovetailing of expenditure on economic development, skills, training and transport to ensure that we have an intelligent, strategic approach.

I will now bring my remarks to an end, but, in conclusion, I welcome the national transport plan and the structure that it gives to our debates and I very much welcome the strategic objectives that have been set for it.

Paul Davies: Yr wyf yn ddiolchgar am y cyfle i gymryd rhan yn y ddatblygu hon y prynhawn yma. Mae materion yn ymwneud â thrafnidiaeth yn pryderu llawer ac maent yn bwysig iawn i'm hetholwyr, a chofio bod yr etholaeth yr wyf yn ei chynrychioli'n un wledig. Mae creu system drafnidiaeth o safon dosbarth cyntaf yn hanfodol er mwyn creu economi gref ac amddiffyn rhai o gymunedau bregus Cymru drwy gael gwared ar allgâu cymdeithasol. Yn fy etholaeth mae llawer o ardaloedd, o achos daearyddiaeth yr ardaloedd, sy'n dioddef am nad oes gwasanaeth trafniadaeth gyhoeddus digonol. Fel y gŵyr y Gweinidog, yr wyf wedi parhau i godi pryderon am y seilwaith trafniadaeth annigonol yng ngorllewin Cymru. Er enghraifft, yr wyf wedi ymgysgu dros droi'r A40 yn ffordd ddeuol i mewn i sir Benfro a dros wella'r gwasanaethau trên i Abergwaun.

adran ei gysylltu'n agos â'r gwariant ar ddatblygu economaidd. Yn y pen draw, yr ydym wedi bod drwy storm economaidd arswydus ac ofnadwy yn y wlad hon dros y ddwy flynedd ddiwethaf. Byddwn yn anghytuno ar draws y Siambr ynglŷn â'r modd y mae'r Llywodraeth wedi delio â hynny—credaf fod y dull y mae'r Llywodraeth wedi bwrw ati i weithredu wedi galluogi pobl Cymru a chymunedau Cymru i gynnal eu gweithgarwch economaidd, rhywbeth na fyddai wedi digwydd pe bai gennym Lywodraeth o liw arall wedi bod mewn grym. Fodd bynnag, yn awr rhaid inni ddefnyddio'r arian sydd ar gael inni i sicrhau ein bod yn ariannu, yn cefnogi ac yn buddsoddi mewn twf economaidd i'r dyfodol. Rhaid i'r arian hwnnw gael yr effaith fwyaf posibl. Mae hynny'n golygu, gobeithio, y gwelwn gydblythu gwariant ar ddatblygu economaidd a thrafnidiaeth. Bydd meysydd eraill o'r Llywodraeth yn rhan o hyn hefyd, ond, o fewn yr adran hon, gobeithio y gwelwn gydblythu gwariant ar ddatblygu economaidd, sgiliau, hyfforddiant a thrafnidiaeth er mwyn sicrhau bod gennym dull deallus, strategol o fynd ati.

Yr wyf am ddirwyn fy sylwadau i ben yn awr, ond, i gloi, yr wyf yn croesawu'r cynllun trafniadaeth cenedlaethol a'r strwythur y mae'n ei roi i'n dadleuon ac yn croesawu'n fawr yr amcanion strategol sydd wedi'u gosod iddo.

Paul Davies: I am grateful for the opportunity to take part in this debate this afternoon. Transport issues concern many and they are very important to my constituents, bearing in mind that I represent a rural constituency. Creating a first-class transport system is crucial in order to create a strong economy and to protect some of the vulnerable communities of Wales by eliminating social exclusion. In my constituency there are many areas, because of their geography, which suffer because there is not an adequate public transport system available. As the Minister knows, I have continued to raise concerns about the inadequate transport infrastructure in west Wales. For example, I have campaigned for the A40 to be turned into a dual carriageway into Pembrokeshire and for the train service to Fishguard to be improved. The Deputy

Mae'r Dirprwy Brif Weinidog yn gwybod am hynny.

First Minister knows about that.

Mae'r materion hyn yn parhau i fod yn ganolog i lawer o'm hetholwyr ac yr wyf am fod yn blwyfol heddiw eto a chodi'r mater o wasanaethau trên i Abergwaun. Mae'r mwyafrif ohonoch, gan gynnwys y Dirprwy Brif Weinidog, siŵr o fod wedi cael llond bol arnaf yn codi'r mater hwn dro ar ôl tro, ond yr wyf yn siŵr y byddech i gyd yn cytuno bod y mater hwn yn bwysig iawn i'm hetholwyr. Yr unig sôn yn y cynllun trafniadaeth cenedlaethol am Abergwaun, hyd y gwelaf, yw ym mhennod 4, wrth drafod y coridor dwyrain-gorllewin yn ne Cymru. Yn yr adran hon, gwna'r cynllun yn glir fod y coridor hwn yn bwysig oherwydd ei fod yn darparu mynediad i lawer o'n pyrth rhyngwladol, sydd yn cynnwys Aberdaugleddau ac Abergwaun. Fel y gwyddom i gyd, dim ond dau drên y dydd sydd i Abergwaun. Mae un ohonynt yn gadael yng nghanol y nos er mwyn cwrdd â'r fferi i Iwerddon. Mae'n annealladwy, o ystyried bod Abergwaun yn un o brif borthladdoedd Cymru, fel y dywedir yn y cynllun trafniadaeth cenedlaethol, mai dim ond un trên sydd yn gadael yno yn ystod y dydd. Mae'r diffyg trenau yn bendant yn anfantais i economi Abergwaun ac, yn wir, i economi gogledd sir Benfro. Yn sicr, byddai gwella gwasanaethau rheilffordd i Abergwaun yn ei gwneud yn haws i bobl gael mynediad i gyfleusterau iechyd ac addysg. Byddai'r trenau ychwanegol yn gwella'r sefyllfa economaidd ac yn cynyddu'r cyfleoedd i gael swydd, drwy alluogi pobl i deithio i'r gwaith ar adegau mwy rhesymol a chyfleus.

4.30 p.m.

Yn ogystal â'r ddeiseb a gyflwynwyd gan bobl ifanc o'm hetholaeth sy'n galw am fwy o wasanaethau trên, mae adroddiad y Pwyllgor Menter a Dysgu ynghylch dyfodol seilwaith rheilffyrdd Cymru yn galw am wella'r gwasanaethau hyn. Mae'r adroddiad yn argymhell y dylid sicrhau bod cyllid ar gael i ddarparu trenau ychwanegol. Yr wyf yn deall bod y Dirprwy Brif Weinidog yn ymwybodol o'r adroddiad gan Jacobs, sydd yn cefnogi gwella'r gwasanaethau i Abergwaun. Mae'r adroddiad hwn yn ffafrio

These issues continue to be central to many of my constituents and I want to be parochial again today and raise the issue of train services to Fishguard. Most of you, including the Deputy First Minister, will no doubt have had quite enough of me raising this issue time after time, but I am sure that you would all agree that this issue is very important to my constituents. The only mention of Fishguard in the national transport plan, as far as I can see, is in chapter 4, in discussing the east-west corridor in south Wales. In this section, the plan makes it clear that this corridor is important as it provides access to many of our international ports, including Milford Haven and Fishguard. As we all know, there are only two trains a day to Fishguard. One of them leaves in the middle of the night to meet the ferry to Ireland. It is incomprehensible, given that Fishguard is one of the major ports of Wales, as is stated in the national transport plan, that there is only one train leaving there during the day. The lack of trains is a distinct disadvantage to the economy of Fishguard and, indeed, to the economy of north Pembrokeshire as a whole. Improving railway services to Fishguard would certainly make it easier for people to access health and education facilities. The additional trains would enhance the economic situation and improve opportunities for employment, by enabling people to travel to work at more reasonable and convenient times.

In addition to the petition from young people in my constituency calling for more train services, there is the Enterprise and Learning Committee's report on the future of rail infrastructure in Wales, which calls for an improvement to these services. The report recommends that funding should be made available to put on additional train services. I understand that the Deputy First Minister is aware of the Jacobs report, which supports enhanced services for Fishguard. This report favours an increase of five a day extra trains

codi nifer y trenau ychwanegol o Gaerfyrddin i Abergwaun i bump y dydd.

Mae cynyddu nifer y gwasanaethau, yn enwedig gwasanaethau rheilffordd i Abergwaun, ymysg y prif flaenoriaethau o ran gwella adnoddau teithio pobl gorllewin Cymru, a phobl sir Benfro yn benodol. Mae'r gwasanaethau rheilffordd ychwanegol arfaethedig yn cyd-daro â'r prif strategaethau yng nghynllun gofodol Cymru, ac mae consortiwm cludiant integredig de-orllewin Cymru yn eu cefnogi. Byddai cael cyllid ar gyfer gwella'r gwasanaethau rheilffordd yn golygu y byddai rheilffordd yn chwarae rôl lawn yn yr adfywiad economaidd a chymdeithasol sydd yn digwydd yn ardal Abergwaun a gogledd sir Benfro. Yr wyf yn derbyn bod cyllidebau yn mynd i fod yn dynn, ond mae'n glir y gellir gwella'r gwasanaethau hyn heb ddyblu'r lein i'r gorllewin o Abertawe.

Yr wyf yn derbyn bod y Dirprwy Brif Weinidog wedi egluro rai wythnosau yn ôl, er ei fod wedi gwrthod yr argymhelliad yn adroddiad y Pwyllgor Menter a Dysgu i wella'r gwasanaethau trên, nad oedd yn gwrthod y cynnig, ond ei fod yn anhapus bod y pwyllgor am nodi un o argymhellion consortiwm cludiant de-orllewin Cymru uwchben argymhellion eraill. Croesawaf yr eglurhad, ond yr wyf yn erfyn arno ystyried y cynigion i gyd, gan gynnwys cynnig Abergwaun, cyn gynted â phosibl. Efallai y byddai'r Dirprwy Brif Weinidog mor garedig â dweud wrthym pryd y bydd yn ystyried blaenoriaethau'r consortiwm. Efallai y gall hefyd gadarnhau na fydd y cynigion ar gyfer Abergwaun, er nad ydynt yn y cynllun trafnidiaeth cenedlaethol, yn cael eu hanwybyddu.

Yn olaf, hoffwn ddiolch am y cyfle i gyfrannu yn y ddadl hon, a gobeithiaf y gallwn greu system drafnidiaeth ddosbarth cyntaf yma yng Nghymru.

Chris Franks: Plaid, in Government, is introducing this transport plan, which looks at the needs of the whole of Wales and addresses the economic, environmental and social concerns of our communities. We cannot tackle the climate crisis without considering the impact of transport, which is

from Carmarthen to Fishguard.

Increasing the number of services, especially rail services to Fishguard, is among the main priorities for improving means of travel for the people of west Wales, and the people of Pembrokeshire in particular. The proposed additional rail services chime with the main strategies in the Wales spatial plan, and they are supported by the south-west Wales integrated transport consortium. Funding to improve rail services would mean that the rail would play a full role in the economic and social regeneration happening in Fishguard and north Pembrokeshire. I accept that budgets are going to be tight, but it is clear that these services can be improved without doubling the line to the west of Swansea.

I accept that the Deputy First Minister clarified some weeks ago, despite rejecting the recommendation in the Enterprise and Learning Committee's report to enhance train services, that he did not dismiss the proposal, but he was unhappy that the committee wanted to put one of SWITCH's recommendations above other recommendations. I welcome the clarification, but I appeal to him to consider all the proposals, including the one for Fishguard, as soon as possible. Perhaps the Deputy First Minister would be so kind as to tell us when he will consider the consortium's priorities. He might also be able to confirm that, despite not being in the national transport plan, the proposals for Fishguard will not be ignored.

Finally, I am grateful for the opportunity to contribute to this debate, and I hope that we can create a first-class transport system here in Wales.

Chris Franks: Mae Plaid, yn y Llywodraeth, yn cyflwyno'r cynllun trafnidiaeth hwn, sy'n edrych ar anghenion Cymru gyfan ac yn rhoi sylw i bryderon economaidd, amgylcheddol a chymdeithasol ein cymunedau. Ni allwn fynd i'r afael â'r argyfwng hinsawdd heb ystyried effaith trafnidiaeth, a dyna pam y mae Plaid

why Plaid is committed to building an all-Wales, modern, integrated, public transport system. I ask the Deputy First Minister to outline what steps are being taken in South Wales Central to create more sustainable forms of travel. I particularly welcome the approach by my Plaid colleague in Cardiff council, councillor Delme Bowen, in trying to create a sustainable city.

We have to build on the successes so far, such as a half-hourly train service to Merthyr, reopening the Ebbw Vale line, and signalling work to allow the north-south service to go via Wrexham. I am pleased to be able to say that a Plaid Minister is the first to reopen a new railway line since the Beeching cuts. The Ebbw Vale line has been very successful; it may have taken 40 years, but it is a substantial achievement. I especially welcome the investment proposed in Cardiff Central and Queen Street stations, the remodelling of the Cogan junction, and the Pontypridd track improvements.

We recognise that the railway system will never achieve our environmental objectives unless it is both cheap and attractive to use. That will not happen without the significant and ongoing commitment of public funds from all levels of government. Many of the powers over the Welsh railway network still rest with Westminster. The Government in London must play its part, too. We need cheaper and faster high-speed electric rail links from Wales to the rest of Europe. I wonder whether the opposition parties would like to give their firm and measurable commitment to electrifying the railway line at least between Swansea and London.

Plaid Cymru recognises that road travel is unavoidable in many parts of Wales, so we are committed to upgrading key, major road routes. I am pleased that Ieuan Wyn Jones has invested in several key routes, such as the Porthmadog bypass, the Church Village bypass and the Heads of the Valleys road, which is in my region, to mention but three. The roads in my region are being delivered on time, and it is disappointing that there was a slippage in the improvements to the Heads

wedi ymrwymo i adeiladu system trafniadaeth gyhoeddus fodern, integredig i Gymru gyfan. Gofynnaf i'r Dirprwy Brif Weinidog amlinellu pa gamau sy'n cael eu cymryd yng Nghanol De Cymru i greu ffurfiau mwy cynaliadwy o deithio. Yr wyf yn coesawu'n arbennig waith fy nghyd-Bleidiwr ar gyngor Caerdydd, y cynghorydd Delme Bowen, wrth geisio creu dinas gynaliadwy.

Rhaid inni adeiladu ar y llwyddiannau hyd yma, fel gwasanaeth trên bob hanner awr i Ferthyr, ailagor rheilffordd Glynebwy, a gwaith signalau i ganiatáu i'r gwasanaeth rhwng y gogledd a'r de fynd drwy Wrecsam. Mae'n dda gennyf allu dweud mai Gweinidog Plaid yw'r cyntaf i ailagor llinell reilffordd newydd ers toriadau Beeching. Mae rheilffordd Glynebwy wedi bod yn llwyddiannus dros ben; efallai ei bod wedi cymryd 40 mlynedd, ond mae'n gamp sylweddol. Yr wyf yn coesawu'n arbennig y buddsoddiad a fwriedir yng ngorsafoddd Caerdydd Canolog a Heol y Frenhines, ailfodelu cyffordd Cogan, a'r gwelliannau i'r trac ym Mhontypridd.

Yr ydym yn cydnabod na wnaiff y system reilffyrdd fyth gyflawni ein hamcanion amgylcheddol oni bai ei bod yn rhad ac yn ddeniadol i'w defnyddio. Ni wnaiff hynny ddigwydd heb i arian cyhoeddus sylweddol gael ei neilltuo'n barhaus gan bob haen o lywodraeth. Mae llawer o'r pwerau dros rwydwaith reilffyrdd Cymru yn nwylo San Steffan o hyd. Rhaid i'r Llywodraeth yn Llundain chwarae ei rhan hefyd. Mae angen cysylltiadau rheilffordd trydan cyflym rhatach a chyflymach o Gymru i weddill Ewrop. Tybed a hoffai'r gwrthbleidiau roi eu hymrwymiad cadarn a mesuradwy i drydanu'r rheilffordd o leiaf rhwng Abertawe a Llundain?

Mae Plaid Cymru'n cydnabod na ellir osgoi teithio ar y ffyrdd mewn sawl rhan o Gymru, felly yr ydym wedi ymrwymo i uwchraddio priffyrdd allweddol. Yr wyf yn falch bod Ieuan Wyn Jones wedi buddsoddi mewn sawl ffordd allweddol, fel ffordd osgoi Porthmadog, ffordd osgoi Gartholwg a ffordd Blaenau'r Cymoedd, sydd yn fy rhanbarth i, ac enwi dim ond tri. Mae'r ffyrdd yn fy rhanbarth i'n cael eu cyflawni'n brydlon, ac mae'n siomedig bod llithriant wedi bod yn y

of the Valleys road during the previous administration.

I underline the fact that Plaid will not be supporting the amendments tabled by the Conservatives. It is a great shame that my good friend Alun Cairns, who tabled the amendment, cannot be here today to speak to them. Plaid has always argued that the M4 relief road through the Gwent levels was not economically viable or sustainable, and the business case has clearly demonstrated this. I acknowledge that the Minister for transport is looking at ways of easing congestion on the M4 near Newport, and I welcome the purchase of the Queensway route from Corus, as this will ease congestion and do less environmental damage than building a new road through a site of special scientific interest. Would the Minister agree that there seems to be inconsistency from the opposition when it talks about reducing the use of cars, given that the Conservatives advocate building an M4 relief road? The two things do not seem to go together. The local community and environmental campaigners welcomed the Welsh Government's approach rather than that of the opposition parties.

Jenny Randerson: Like David Melding, in responding to this plan, I have to say that it contains some good ideas, and I would single out the Oyster card in particular; this is a good idea, but the only problem is that we have been talking about it in Wales probably for about eight years. They have had the card for many years in London; it has been extended to the overland railways as well as the tube and on buses, so why can we not have it here in Wales? I remember the old Economic Development Committee going to Finland, where it was told that even with 40-plus companies running the country's buses and public transport, those companies have been able to co-ordinate and integrate the services to support an Oyster card system. If they can do it, why can we not?

I admire the sustainable travel town plan, and I was obviously delighted that my own city of Cardiff was the first to be selected by the Deputy First Minister. There is boldness in this plan. I was depressed to see criticism in

gwelliannau i ffordd Blaenau'r Cymoedd yn ystod y weinyddiaeth flaenorol.

Yr wyf yn pwysleisio na fydd Plaid yn cefnogi'r gwelliannau a gyflwynwyd gan y Ceidwadwyr. Mae'n drueni mawr na all fy nghyfaill da Alun Cairns, a gyflwynodd y gwelliannau, fod yma heddiw i siarad arnynt. Mae Plaid wastad wedi dadlau nad oedd ffordd liniaru'r M4 drwy wastadeddau Gwent yn economaidd hyfyw nac yn gynaliadwy, ac mae'r achos busnes wedi dangos hyn yn glir. Yr wyf yn cydnabod bod y Gweinidog trafnidiaeth yn edrych ar ffyrdd i leddfu tagfeydd ar yr M4 ger Casnewydd, ac yr wyf yn croesawu prynu ffordd Queensway gan Corus, gan y bydd hyn yn lleddfu tagfeydd ac yn gwneud llai o niwed amgylcheddol nag adeiladu ffordd newydd drwy safle o ddiddordeb gwyddonol arbennig. A gytunai'r Gweinidog ei bod yn ymddangos bod anghysondeb gan y gwrthbleidiau wrth sôn am ddefnyddio llai ar geir, a'r Ceidwadwyr yn bleidiol i adeiladu ffordd liniaru i'r M4? Nid yw'r ddau beth fel petaent yn cyd-fynd. Croesawodd y gymuned leol ac ymgyrchwyr amgylcheddol agwedd Llywodraeth Cymru yn hytrach nag agwedd y gwrthbleidiau.

Jenny Randerson: Fel David Melding, wrth ymateb i'r cynllun hwn, rhaid i mi ddweud ei fod yn cynnwys syniadau da, gan nodi'r cerdyn Oyster yn arbennig; mae hwn yn syniad da, ond yr unig broblem yw ein bod wedi bod yn siarad amdano yng Nghymru mae'n debyg ers rhyw wyth mlynedd. Mae'r cerdyn ganddynt yn Llundain ers blynyddoedd lawer; mae wedi'i ymestyn i'r rheilffyrdd tir yn ogystal â'r tiwb ac ar fysus, felly pam na allwn ei gael yma yng Nghymru? Cofiaf yr hen Bwyllgor Datblygu Economaidd yn mynd i'r Ffindir, lle y cafodd wybod, hyd yn oed gyda 40 a mwy o gwmnïau'n rhedeg bysus a chlodiant cyhoeddus y wlad, fod y cwmnïau hynny wedi gallu cyd-drefnu ac integreiddio'r gwasanaethau i gynnal system cerdyn Oyster. Os gallant hwy wneud hynny, pam na allwn ni?

Yr wyf yn edmygu'r cynllun trefi teithio cynaliadwy, ac yn amlwg yr oeddwn wrth fy modd mai fy ninas i, Caerdydd, oedd y gyntaf i'w dewis gan y Dirprwy Brif Weinidog. Mae'r cynllun hwn yn un eofn. Diflas oedd

the *South Wales Echo* that the park-and-ride scheme has to be subsidised, because, of course, any new initiative is likely to need a subsidy until the idea catches on, and no large initiative of this kind is ever going to get everything right in the first place.

Jonathan Morgan: I agree with you to the extent that a new scheme that is subsidised will often take time to settle down. The problem is that there seem to be large gaps in the working week when people are not using the service, and I am not convinced at this stage that we will ever see large numbers of people using it.

Jenny Randerson: That contrasts strongly with the council executive, which is talking about extending the scheme and the amount of capacity available for it, because the service was full at Christmas; we will see that demand being built on at other times in future. I very much hope that proves to be the case, otherwise, it is a depressing prospect for us all.

However, apart from one or two good ideas like that, I am afraid that this document is simply a step in the right direction, with the exception of the commitment to the north-south air service. I will not go into that this afternoon, but the Minister is well aware that the Welsh Liberal Democrats would not support it. With that exception, there is very little in this document with which one could possibly argue, and that is largely because of the lack of clarity, commitment, targets and specific figures and dates. The references to continuing to increase funding and work with and support others are disappointing. There is a lack of radicalism and vision in much of this document. For example, the Minister outlined the commitment to walking and cycling schemes, noting their importance, but continuing to increase funding for them means absolutely nothing when what we need to do is to at least double the amount of funding for such schemes. By the way, you could do that for the cost of half a mile of dual carriageway.

4.40 p.m.

gweld beirniadaeth yn y *South Wales Echo* fod y cynllun parcio a theithio'n dibynnu ar gymhorthdal, oherwydd, wrth gwrs, mae unrhyw fenter newydd yn debyg o fod angen cymhorthdal nes i'r syniad gydio, ac nid oes dim un fenter fawr fel hon byth yn mynd i gael popeth yn iawn o'r cychwyn cyntaf.

Jonathan Morgan: Yr wyf yn cytuno â chi i'r graddau y bydd cynllun newydd a gaiff gymhorthdal yn aml yn cymryd amser i ymsefydlu. Y broblem yw ei bod yn ymddangos bod bylchau mawr yn yr wythnos waith pan nad yw pobl yn defnyddio'r gwasanaeth, ac nid wyf wedi fy argyhoeddi ar hyn o bryd y gwelwn ni byth niferoedd mawr o bobl yn ei ddefnyddio.

Jenny Randerson: Mae hynny'n wahanol iawn i'r hyn a ddywed gweithrediaeth y cyngor, sy'n sôn am ehangu'r cynllun a faint o le sydd ar gael iddo, oherwydd yr oedd y gwasanaeth yn llawn dros y Nadolig; gwelwn ychwanegu at y galw hwnnw ar adegau eraill yn y dyfodol. Yr wyf yn gobeithio'n fawr mai felly y bydd, neu mae'r rhagolygon yn ddigalon inni i gyd.

Fodd bynnag, ar wahân i un neu ddau o syniadau da fel hynny, mae arnaf ofn mai dim ond cam i'r cyfeiriad iawn yw'r ddogfen hon, ac eithrio'r ymrwymiad i'r gwasanaeth awyr rhwng y gogledd a'r de. Ni siaradaf am hynny y prynhawn yma, ond mae'r Gweinidog yn hollol ymwybodol na fyddai Democratiaid Rhyddfrydol Cymru'n ei gefnogi. Gyda'r eithriad hwnnw, ychydig iawn sydd yn y ddogfen hon y gellid anghytuno ag ef, ac mae hynny i raddau helaeth oherwydd y diffyg eglurder, ymrwymadau, targedau a ffigurau a dyddiadau penodol. Siomedig yw'r cyfeiriadau at barhau i gynyddu cyllid a chydweithio ag eraill a'u cefnogi. Mae diffyg radicaliaeth a gweledigaeth yn y rhan fwyaf o'r ddogfen hon. Er enghraifft, amlinellodd y Gweinidog yr ymrwymiad i gynlluniau cerdded a seiclo, gan nodi eu pwysigrwydd, ond nid yw parhau i gynyddu cyllid ar eu cyfer yn golygu dim byd a ninnau angen dyblu eu cyllid, o leiaf. Gyda llaw, gallech wneud hynny am gost hanner milltir o ffordd ddeuol.

Improving the provision of effective transport information sounds good, but Minister, as I said earlier, I would have liked to have seen a commitment to audio-visual announcements on buses, which have been required on trains and trams in the past.

Chris Franks referred to the electrification issue; I would have liked a commitment to the electrification of the Valleys lines, and to a metro system within a reasonable timescale, because I am assured by the people who will provide the electrification to south Wales that the Valleys system could be slotted in when the process of electrification is complete, so we could have a specific plan for it.

Overall, the problem with the Deputy First Minister's approach, as he said this afternoon, is the 54 per cent on sustainable travel initiatives. I accept that that is a considerable improvement on what went before, but it pales into insignificance beside the ambition in Scotland, for example, which is fixed at a 66 per cent sustainable travel approach. I believe that we in Wales should be bolder and more urgent in our approach.

Jeff Cuthbert: I thank the Deputy First Minister for bringing forward this important debate on behalf of the Welsh Assembly Government and not, I have to say to Chris, on behalf of Plaid Cymru. Our transport network is the sinew that holds our economy together. Our economy and transport systems have a significant effect on the environment and the world we live in. I am pleased to say that our transport strategy recognises some of the really difficult issues, and it sets some tough goals. We must rise to the challenge and work together if we are to reach our long-term aim of a decarbonised transport system in Wales.

Transport is such a complex issue that I could never hope to tackle all of the strategy's main points. I would therefore like to focus on a few that I feel are particularly important. I return to my earlier point about the high rate of unemployment among young people, particularly those under the age of 25. If they are to have a fair chance of becoming

Mae gwella darpariaeth gwybodaeth effeithiol am drafnidiaeth yn swnio'n dda, ond Weinidog, fel y dywedais yn gynharach, byddwn wedi hoffi gweld ymrwymiad i gyhoeddiadau clyweledol ar fysus, rhywbeth sydd wedi bod yn ofynnol ar drenau a thramiau yn y gorffennol.

Cyfeiriodd Chris Franks at gwestiwn trydanu; byddwn wedi hoffi ymrwymiad i drydanu rheilffyrdd y Cymoedd, ac i system metro o fewn amserlen resymol, oherwydd y mae'r bobl a fydd yn darparu'r trydanu i dde Cymru'n fy sicrhau y gellid cynnwys system y Cymoedd pan fydd y broses drydanu wedi'i chwblhau, felly gallem gael cynllun penodol ar ei chyfer.

Yn gyffredinol, y broblem gyda dull y Dirprwy Brif Weinidog o weithredu, fel y dywedodd y prynhawn yma, yw'r 54 y cant ar gynlluniau teithio cynaliadwy. Derbyniaf fod hynny'n welliant sylweddol o'i gymharu â'r hyn a fu gynt, ond nid yw'n ddim o'i gymharu â'r uchelgais yn yr Alban, er enghraifft, sydd yn anelu at 66 y cant ar deithio cynaliadwy. Credaf y dylem ni yng Nghymru fod yn fwy eofn ac ar fwy o frys yn y ffordd yr awn ati.

Jeff Cuthbert: Diolch i'r Dirprwy Brif Weinidog am gyflwyno'r ddadl bwysig hon ar ran Llywodraeth Cynulliad Cymru ac nid, rhaid imi ddweud wrth Chris, ar ran Plaid Cymru. Ein rhwydwaith trafnidiaeth yw'r hyn sy'n dal ein heconomi at ei gilydd. Caiff ein systemau economaidd a thrafnidiaeth effaith sylweddol ar yr amgylchedd a'r byd yr ydym yn byw ynddo. Mae'n dda gennyf ddweud bod ein strategaeth drafnidiaeth yn cydnabod rhai o'r materion gwirioneddol ddyrys, ac yn gosod targedau anodd. Rhaid inni fynd i'r afael â'r her a chydweithio os ydym am gyrraedd ein nod hirdymor o gael system drafnidiaeth ddigarbon yng Nghymru.

Mae trafnidiaeth yn fater mor gymhleth fel na allwn byth obeithio mynd i'r afael â phob un o brif bwyntiau'r strategaeth. Hoffwn ganolbwyntio felly ar ychydig sy'n arbennig o bwysig yn fy nhyb i. Dychwelaf at fy mhwynt cynharach am gyfradd uchel diweithdra ymysg pobl ifanc, yn enwedig y rhai o dan 25 oed. Os ydynt am gael cyfle teg

economically active, then we must have a sustainable, reliable, user-friendly transport system that can grow and evolve to ensure that this important group can get to their schools, training courses and, ultimately, their jobs. A fair chance in life should not depend on whether or not you can afford a car, especially if you live in a more isolated area and public transport is not easily accessible. A fair chance in education and employment should not depend on where you live, because our transport system should be good enough to get you there. The Angel Way development in Bargoed is a prime example of this, as it offers better transport links to one of the more deprived areas of my constituency with a new retail park and supermarket that will surely boost employment prospects in the area. This was delivered on time and within budget, showing what can be achieved when the Welsh Assembly Government, the local authority and the private sector work together effectively.

I know that I have said it before, but I will say it again—rail transport is fundamental to our transport system being successful. The knock-on effects of increased rail provision in Wales can make a huge difference. As the number of train users continues to grow year on year, we have to be flexible and sensible in our approach to accommodating them. I welcome a number of points set out in the national transport plan aimed at improving rail services. I am pleased to see the plans to refurbish and invest in rolling stock, which is an issue that I have raised in this Chamber several times in the past, at the behest of my constituents. I hope that this means that the much-needed improvements to rolling stock on the Rhymney valley line can be carried out before too much longer. We should also exploit opportunities to re-open disused railway lines wherever it is viable. Improving rail services in the south Wales Valleys will help to boost their economies and, in turn, help to reduce long-standing deprivation as new opportunities are opened up to those communities.

I particularly welcome the additional

i ddod yn economaidd weithgar, yna rhaid inni gael system drafnidiaeth sy'n gynaliadwy, dibynadwy, hawdd ei defnyddio a all dyfu ac esblygu i sicrhau y gall y grŵp pwysig hwn fynd i'w hysgolion, eu cyrsiau hyfforddi ac, yn y pen draw, eu swyddi. Ni ddylai cyfle teg mewn bywyd ddibynnu ar eich gallu i fforddio car, yn enwedig os ydych yn byw mewn ardal fwy anghysbell lle nad yw cludiant cyhoeddus mor hawdd ei gael. Ni ddylai cyfle teg mewn addysg a chyflogaeth ddibynnu ar ble'r ydych yn byw, oherwydd dylai ein system drafnidiaeth fod yn ddigon da i fynd â chi yno. Mae datblygiad Angel Way yn y Bargoed yn enghraifft nodedig o hyn, gan ei fod yn cynnig gwell cysylltiadau trafndiaeth i un o ardaloedd mwyaf difreintiedig fy etholaeth gyda pharc siopa ac uwchfarchnad newydd a fydd yn siŵr o hybu rhagolygon gwaith yn yr ardal. Cyflawnwyd hyn yn brydlon ac o fewn y gyllideb, gan ddangos beth y gellir ei gyflawni pan fydd Llywodraeth Cynulliad Cymru, yr awdurdod lleol a'r sector preifat yn cydweithio'n effeithiol.

Gwn fy mod wedi ei ddweud o'r blaen, ond fe'i dywedaf eto—mae trafndiaeth rheilffyrdd yn hollbwysig i lwyddiant ein system drafnidiaeth. Gall effeithiau canlyniadol cynyddu'r ddarpariaeth reilffyrdd yng Nghymru wneud gwahaniaeth aruthrol. Wrth i nifer y defnyddwyr trenau ddal i dyfu o flwyddyn i flwyddyn, rhaid inni fod yn hyblyg ac yn synhwyrol yn y modd yr awn ati i ddarparu ar eu cyfer. Yr wyf yn croesawu nifer o bwyntiau sydd yn y cynllun trafndiaeth cenedlaethol gyda'r nod o wella gwasanaethau rheilffyrdd. Yr wyf yn falch o weld y cynlluniau i adnewyddu a buddsoddi mewn cerbydau, sef mater yr wyf wedi'i godi yn y Siambr hon droeon yn y gorffennol, ar gais fy etholwyr. Gobeithio y golyga hyn y gellir gwneud y gwelliannau y mae taer angen amdanynt i gerbydau ar reilffordd Cwm Rhymni cyn bo hir. Dylem hefyd fanteisio ar gyfleon i ailagor hen reilffyrdd lle bynnag y bo'n ymarferol. Bydd gwella gwasanaethau rheilffyrdd yng Nghymoedd y de'n gymorth i hybu eu heconomiâu, ac, yn ei dro, yn helpu i leihau hen amddifadedd wrth i gyfleon newydd gael eu hagor i'r cymunedau hynny.

Yr wyf yn croesawu'n arbennig y platform

platform due to be built at Caerphilly railway station—work should begin by 2014—the new station at Energlyn and the additional services on lines into Cardiff. Identical improved services are also promised to Pontypridd, which is good news. The population of these two towns are ever expanding, and improvements to rail services would be most welcome.

I also welcome the national transport plan's commitment to encourage high-speed rail links. The implementation of such a plan between London Paddington and Swansea will go a long way to improving transport links between Wales and London, boosting the economy along the M4 corridor in particular. It is hoped that tourism will also be given a boost by such a plan, which could produce several associated benefits for the nearby valleys.

Before I conclude, however, I will raise the issue of the Public Transport Users' Committee for Wales, which was mentioned in the national transport plan. I understand that this body has been created, in the statutory sense at least, therefore could you provide me with an update with regard to its work and membership?

Mohammad Asghar: Thank you for the opportunity to contribute to this discussion. I support the amendments to this motion because the transport plan does not adequately address the congestion on the M4 around Newport. This is a major problem for many people across South Wales East. I would be grateful if the Deputy First Minister considers that, during the rush hour, it is okay to have a 50 mph speed limit on the motorway, but outside rush-hour periods, it is not essential for juggernauts and big lorries to travel in a slow lane and add to the congestion. It is more likely for accidents to happen at that time. I am sure that he will consider relaxing the restrictions outside the rush hour on the M4 corridor in the Newport area. While the transport plan does discuss the issue, I would like to have seen it given greater consideration as this is one of the biggest challenges faced by the Welsh transport network.

ychwanegol sydd i'w adeiladu yng ngorsaf reilffordd Caerffili—dylai'r gwaith ddechrau erbyn 2014—yr orsaf newydd yn Energlyn a'r gwasanaethau ychwanegol ar reilffyrdd i Gaerdydd. Addewir gwasanaethau gwell yr un fath i Bontypridd hefyd, ac mae hynny'n newydd da. Mae poblogaethau'r ddwy dref hyn yn ehangu o hyd, a byddai croeso mawr i welliannau i wasanaethau rheilffyrdd.

Yr wyf hefyd yn croesawu ymrwymiad y cynllun trafndiaeth cenedlaethol i annog cysylltiadau rheilffordd cyflym. Bydd gweithredu cynllun o'r fath rhwng Llundain Paddington ac Abertawe'n gwneud cryn lawer i wella cysylltiadau trafndiaeth rhwng Cymru a Llundain, gan hybu'r economi ar hyd coridor yr M4 yn arbennig. Gobeithir y rhoddir hwb i dwristiaeth hefyd gan gynllun o'r fath, a allai ddod ag amryw o fanteision cysylltiedig i'r cymoedd cyfagos.

Cyn cloi, fodd bynnag, codaf fater Pwyllgor Defnyddwyr Trafnidiaeth Gyhoeddus Cymru, a grybwyllwyd yn y cynllun trafndiaeth cenedlaethol. Deallaf fod y corff hwn wedi'i greu, yn yr ystyr statudol o leiaf, felly a allech roi'r wybodaeth ddiweddaraf imi ynglŷn â'i waith a'i aelodaeth?

Mohammad Asghar: Diolch am y cyfle i gyfrannu at y drafodaeth hon. Yr wyf yn cefnogi'r gwelliannau i'r cynnig hwn am nad yw'r cynllun trafndiaeth yn ymdrin yn ddigonol â'r tagfeydd ar yr M4 o gwmpas Casnewydd. Mae hyn yn broblem fawr i lawer o bobl ar draws Dwyrain De Cymru. Byddwn yn ddiolchgar pe bai'r Dirprwy Brif Weinidog yn ystyried ei bod yn iawn cael cyfyngiad cyflymder 50 milltir yr awr ar y draffordd yn ystod yr oriau prysur, ond y tu allan i'r oriau hynny, nid yw'n hanfodol i jygarnotiaid a lorïau mawr deithio mewn lôn araf ac ychwanegu at y dagfa. Mae damweiniau'n fwy tebyg o ddigwydd bryd hynny. Yr wyf yn siŵr y gwnaiff ystyried llacio'r cyfyngiadau y tu allan i'r oriau prysur ar goridor yr M4 yn ardal Casnewydd. Er bod y cynllun trafndiaeth yn trafod y mater, buasai'n dda gennyf weld rhoi mwy o ystyriaeth iddo gan mai dyma un o'r heriau mwyaf a wynebir gan rwydwaith trafndiaeth Cymru.

I also want to put a quick point forward about how the transport plan addresses the needs of partially sighted and blind people in Wales. I was lucky enough to meet Madam Andrea Gordon in Llandudno and, last week, in the Assembly. She is a representative of the Guide Dogs for the Blind Association. As many here will know, the charity does an incredible amount of hard work to ensure that blind and partially sighted people can come as close as possible to enjoying the same freedom of movement as others. Obviously, blind and partially sighted people are often heavily dependent on public transport to get around. They are also dependent on the support provided by transport companies to make full use of services. Much of the travel information provided to bus passengers is visual and tends to be provided through electronic screens, which all Assembly Members will have seen on buses or at bus stations. Such information is crucial for passengers. However, little or no information is provided on our buses through audible means. That can be hugely frustrating for blind and partially sighted passengers and means that they are often dependent on the kindness of others to get on or off at the correct stop. As I am sure that we can all appreciate, this is a particular problem in rural areas where bus stops can often be remote.

Having discussed this issue with the representative from the Guide Dogs for the Blind Association, I support her desire to get bus and coach operators to provide audio information to aid blind and partially sighted passengers, or at least to get bus drivers to announce stops to assist partially sighted passengers.

4.50 p.m.

I do not believe that such changes would incur significant expense, but those small changes could make a huge difference to the lives of many people in Wales. The report's foreword quite rightly acknowledges that disabled people have different needs to other users. However, the report does not discuss the subject that I have brought forward here. Is the Deputy First Minister prepared to

Mae arnaf eisiau cyflwyno pwynt sydyn hefyd am y modd y mae'r cynllun trafndiaeth yn ymdrin ag anghenion pobl ddall a rhannol ddall yng Nghymru. Bwm yn ddigon ffodus i gwrdd â Madam Andrea Gordon yn Llandudno, ac yn y Cynulliad yr wythnos diwethaf. Mae hi'n gynrychiolydd dros Gymdeithas Cwm Tywys i'r Deillion. Fel y gwyr llawer yma, mae'r elusen yn gwneud peth wmbredd o waith caled i sicrhau y gall pobl ddall a rhannol ddall ddod mor agos ag sy'n bosibl at fwynhau'r un rhyddid i symud ag eraill. Yn amlwg, bydd pobl ddall a rhannol ddall yn dibynnu'n fawr yn aml ar gludiant cyhoeddus i fynd o le i le. Maent yn dibynnu hefyd ar y gefnogaeth a ddarperir gan gwmnïau cludiant i wneud defnydd llawn o'r gwasanaethau. Mae llawer o'r wybodaeth am deithio a ddarperir i deithwyr bysus yn weledol ac yn tueddu i gael ei ddarparu ar sgriniau electronig, y bydd holl Aelodau'r Cynulliad wedi'u gweld ar fysus neu mewn gorsafoedd bysus. Mae'r wybodaeth hon yn hollbwysig i deithwyr. Fodd bynnag, ni ddarperir dim neu fawr ddim gwybodaeth ar ein bysus drwy foddion clywedol. Gall hynny fod yn rhwystredig ofnadwy i deithwyr dall a rhannol ddall ac mae'n golygu eu bod yn aml yn dibynnu ar garedigrwydd eraill i fynd ar y bws neu oddi arno yn y safle iawn. Fel y gallwn i gyd ddeall, mae'n siŵr, mae hyn yn broblem arbennig mewn ardaloedd gwledig lle y gall safleoedd bysus fod yn ddiarffordd yn aml.

Wedi trafod y mater gyda chynrychiolydd y Gymdeithas Cwm Tywys i'r Deillion, yr wyf yn cefnogi ei hawydd i gael cwmnïau bysus i ddarparu gwybodaeth sain i helpu teithwyr dall a rhannol ddall, neu o leiaf i gael gyrwyr bysus i gyhoeddi arosiadau i helpu teithwyr rhannol ddall.

Nid wyf yn credu y byddai newidiadau o'r fath yn golygu cost sylweddol, ond gallai'r newidiadau bach hynny wneud gwahaniaeth enfawr i fywydau llawer o bobl yng Nghymru. Mae rhagair yr adroddiad yn cydnabod yn ddigon teg fod gan ddefnyddwyr anabl anghenion gwahanol i ddefnyddwyr eraill. Fodd bynnag, nid yw'r adroddiad yn trafod y pwnc yr wyf wedi'i

consider this issue and offer his support?

There is another issue mentioned in this report, which is air travel. On page 5, proposal 73 will only provide a service from Cardiff to Anglesey. I think that other airports should be used to commute between the Welsh communities to various beautiful parts of Wales. If you want to improve the economy of this country, you should look into the international standard of airports in Cardiff and in Wales more generally. The investor and entrepreneur can come to invest in this part. That is one of the main objectives that we are lacking; we are not growing economically in the world scene because our air transportation system is virtually negligible or below standard in the world market.

As I mentioned, you are doing a pretty good job in Newport, but the congestion on the motorway at present is a really big hurdle for businesses and commuters. I am sure that you will seriously consider making sure that air transport and road transport are done properly for this part of the world.

Trish Law: I welcome what is contained in the first ever national transport plan, but I am rather concerned about what is not contained in it. In particular, there is no mention of development plans south of Ebbw Vale Parkway on the Ebbw valley railway line. There is a commitment to appraise the feasibility of a new railway station in Ebbw Vale town, near the general offices on the Works site, which we recently discussed privately. I also appreciate that improvement works at Gaer junction are scheduled to be completed next year, which will open up the prospect of providing hourly train services from Ebbw Vale to Cardiff and Newport. However, there is no mention of the proposed new station at Cwm, nor of the proposed spur between Aberbeeg and Abertillery. I am well aware that this national transport plan sets out what the Welsh Assembly Government aims to deliver over the next five years. Therefore, I can only conclude that these two developments have been put on the back burner until beyond 2015, or that they have

gyflwyno yma. A ydyw'r Dirprwy Brif Weinidog yn barod i ystyried y mater hwn a chynnig ei gefnogaeth?

Ceir mater arall a grybwyllir yn yr adroddiad hwn, sef teithio awyr. Ar dudalen 5, bydd cynnig 73 yn darparu gwasanaeth o Gaerdydd i Ynys Môn yn unig. Credaf y dylid defnyddio meysydd awyr eraill i gymudo rhwng cymunedau Cymru i wahanol rannau prydferth o Gymru. Os ydych am wella economi'r wlad hon, dylech ymchwilio i safon ryngwladol meysydd awyr yng Nghaerdydd ac yng Nghymru'n fwy cyffredinol. Gall y buddsoddwr a'r entrepreneur ddod i fuddsoddi yn hyn. Mae hynny'n un o'r prif amcanion sydd yn ddiffygiol gennym; nid ydym yn tyfu'n economaidd ar lwyfan y byd am nad oes gennym fawr ddim system trafndiaeth awyr neu ei bod yn is-safonol ym marchnad y byd.

Fel y crybwyllais, yr ydych yn gwneud gwaith eithaf da yng Nghasnewydd, ond mae'r tagfeydd ar y draffordd ar hyn o bryd yn rhwystr mawr iawn i fusnesau a chymudwyr. Yr wyf yn siŵr y rhowch ystyriaeth ddifrifol i wneud yn siŵr yr ymdrinnir yn iawn â thrafnidiaeth awyr a thrafnidiaeth ffyrdd i'r rhan hon o'r byd.

Trish Law: Yr wyf yn croesawu'r hyn sydd yn y cynllun trafndiaeth cenedlaethol cyntaf erioed, ond yr wyf ychydig yn bryderus am yr hyn sydd heb ei gynnwys ynddo. Yn arbennig, nid oes dim sôn am gynlluniau datblygu i'r de o Barcfordd Glynebwy ar reilffordd Cwm Ebwy. Mae ymrwymiad i asesu ymarferoldeb gorsaf reilffordd newydd yn nhref Glynebwy, yn agos at y swyddfeydd cyffredinol ar safle'r Gwaith, rhywbeth a drafodasom yn breifat yn ddiweddar. Yr wyf yn sylweddoli hefyd fod gwaith gwella ar gyffordd y Gaer i fod i gael eu cwblhau y flwyddyn nesaf, ac yn sgîl hynny bydd yn bosibl darparu gwasanaethau trên bob awr o Lynebwy i Gaerdydd a Chasnewydd. Fodd bynnag, nid oes dim sôn am yr orsaf newydd arfaethedig yn y Cwm, nac am y gainc arfaethedig rhwng Aber-big ac Abertylery. Gwn yn iawn fod y cynllun trafndiaeth cenedlaethol hwn yn amlinellu'r hyn y mae Llywodraeth Cynulliad Cymru'n anelu i'w gyflawni dros y pum mlynedd nesaf. Felly, ni allaf ond dod i'r casgliad bod y ddau

fallen off the radar screen altogether.

I hope, Deputy First Minister, that you can reassure me that these projects are still very much on the transport agenda. The regional transport plan of the South East Wales Transport Alliance, which landed on your desk at the end of September last year, envisaged a number of projects that SEWTA wished to see funded in the short to medium term. They included,

‘Building on other Ebbw Vale Railway schemes, to look at a new line between Aberbeeg and Abertillery, and additional new stations on main branch at Cwm, Crumlin, Pye Corner and Newport West Central.’

I acknowledge that SEWTA refers to looking at a new line between Aberbeeg and Abertillery, but I would like to have seen some reference to a feasibility appraisal appear in the national transport plan.

I am even more surprised not to see any reference to the proposed new station at Cwm. Obviously, it would be located on the existing line adjacent to the Victoria Arms public house. Ground work for the station was carried out as part of the Cwm bypass project. The Ebbw valley line between Ebbw Vale and Cardiff has been thriving for more than two years now. I understand that the Cwm station proposal would be subject to a separate public consultation exercise, so that exercise could not be conducted before 2015 and, realistically, it would probably take two or three years beyond that to build a station at Cwm. That is 10 years on from the opening of the Ebbw valley railway, and I consider that to be an unacceptably long period of time to build on the undoubted success of the Ebbw valley railway.

As I have said, I would like an assurance that these two schemes—Aberbeeg to Abertillery and Cwm—remain on the drawing board and that they have not been binned.

William Graham: It will be of no surprise to

ddatblygiad hyn wedi’u gohirio tan wedi 2015, neu eu bod wedi’u hanghohio’n gyfan gwbl.

Gobeithio, Ddirprwy Brif Weinidog, y gallwch roi sicrwydd imi fod y prosiectau hyn yn dal yn gadarn ar yr agenda trafndiaeth. Yr oedd cynllun trafndiaeth rhanbarthol Cynghrair Trafnidiaeth Ddedwyrain Cymru, a laniodd ar eich desg ddiwedd mis Medi’r llynedd, yn enwi nifer o brosiectau y dymunai’r Gynghrair weld eu hariannu yn y tymor byr i ganolig, gan gynnwys:

Adeiladu ar gynlluniau eraill Rheilffordd Glynebwy, edrych ar lein newydd rhwng Aber-big ac Abertyleri, a gorsafnewydd ychwanegol ar y brif gangen yn y Cwm, Crymlyn, Pye Corner a Chanol Gorllewin Casnewydd.

Yr wyf yn cydnabod bod y gynghrair yn cyfeirio at edrych ar reilffordd newydd rhwng Aber-big ac Abertyleri, ond byddwn wedi hoffi gweld rhyw gyfeiriad at werthusiad ymarferoldeb yn y cynllun trafndiaeth cenedlaethol.

Mwy byth o syndod imi yw nad oes dim cyfeiriad at yr orsaf newydd arfaethedig yn y Cwm. Yn amlwg, fe’i lleolid ar y lein bresennol wrth dafarn y Victoria Arms. Gwnaed gwaith sylfaen ar gyfer yr orsaf fel rhan o brosiect ffordd osgoi’r Cwm. Mae rheilffordd Cwm Ebwy rhwng Glynebwy a Chaerdydd yn ffynnu ers dros ddwy flynedd erbyn hyn. Yr wyf yn deall y byddai cynnig gorsaf y Cwm yn destun ymgynghoriad cyhoeddus ar wahân, felly ni ellid cynnal yr ymgynghoriad hwnnw cyn 2015 ac, yn realistig, mae’n debyg y cymerai ddwy neu dair blynedd wedi hynny i adeiladu gorsaf yn y Cwm. Mae hynny 10 mlynedd ar ôl agor rheilffordd Cwm Ebwy, ac yn fy marn i mae hynny’n gyfnod annerbyniol o faith i adeiladu ar lwyddiant digamsyniol rheilffordd Cwm Ebwy.

Fel y dywedais, hoffwn gael sicrwydd bod y ddau gynllun hyn—Aber-big i Abertyleri a’r Cwm—yn dal ar y gweill ac nad ydynt wedi cael eu taflu o’r neilltu.

William Graham: Ni fydd yn syndod i’r

the Deputy First Minister that I will be critical in my remarks about the lack of an M4 relief road. However, I do acknowledge that the purchase of the Queensway Road will enhance some of the transport links, particularly those to the Corus site at Llanwern—in the hope that Llanwern will continue to play an important role in the south Wales steel industry. No-one knows at this time, including the Assembly Government, whether it will be an adequate solution to traffic congestion along the M4. In recent weeks, it has not shown itself to be anything like an adequate solution to the need for a true M4 relief road. The Assembly Government has had to revise its published plan with regard to the north-south air link, and the M4 will always be a vital economic artery through south Wales. It is obviously necessary to keep the lifeblood of economic development and investment in Wales flowing and it will inevitably lead to future considerations of an M4 relief road.

The transport plan also helps us to realise our economic potential. In South Wales East, there is an opportunity for regeneration to focus on the natural beauty of the landscape, together with the cultural, historical and industrial heritage. We require an efficient road network to allow this area to realise its full potential in attracting economic investment and visitors. We welcome the progress—although, sadly, it is slow—with regard to the Heads of the Valleys road, although I do acknowledge that the Deputy First Minister has grappled with major difficulties in that regard in the three years of his tenure. When you drive along that road, as I have done in recent weeks, you see that it is a remarkable achievement that it is open and that it is a relatively safe road at present. However, I would ask the Deputy First Minister to consider, as an adjunct to this report, whether it would be possible to consider the road from Pontypool to the world heritage landscape site at Blaenavon.

We welcome the new signalling system, which will allow for the promised electrification of the south Wales to London line. It remains an aspiration of our party to see electrification of the services to Wales, including those to the north and to the south.

Dirprwy Brif Weinidog y byddaf yn feirniadol yn fy sylwadau am ddiffyg ffordd liniaru i'r M4. Fodd bynnag, yr wyf yn cydnabod y bydd prynu Ffordd Queensway yn gwella rhai o'r cysylltiadau trafndiaeth, yn enwedig y rhai i safle Corus yn Llanwern—yn y gobaith y bydd Llanwern yn parhau i chwarae rôl bwysig yn niwydiant dur y de. Ni wŷr neb ar hyn o bryd, gan gynnwys Llywodraeth y Cynulliad, a fydd yn ateb digonol i dagfeydd traffig ar hyd yr M4. Yn yr wythnosau diwethaf, nid yw wedi ymddangos yn ddim byd tebyg i ateb digonol i'r angen am wir ffordd liniaru i'r M4. Mae Llywodraeth y Cynulliad wedi gorfod adolygu ei chynllun cyhoeddedig ar gyfer y cysylltiad awyr rhwng y gogledd a'r de, a bydd yr M4 bob amser yn brif wythien economaidd hollbwysig drwy'r de. Mae'n amlwg yn angenrheidiol er mwyn ysgogi datblygu economaidd a buddsoddiad i Gymru a bydd yn arwain yn anochel at ystyried ffordd liniaru i'r M4 yn y dyfodol.

Mae'r cynllun trafndiaeth yn ein helpu hefyd i wireddu ein potensial economaidd. Yn Nwyrain De Cymru, ceir cyfle i adfywiad ganolbwyntio ar harddwch naturiol y dirwedd, ynghyd â'r dreftadaeth ddiwylliannol, hanesyddol a diwydiannol. Mae angen rhwydwaith ffyrdd effeithlon i ganiatáu i'r ardal hon wireddu ei photensial llawn o ran denu buddsoddiad economaidd ac ymwelwyr. Yr ydym yn croesawu'r camau a gymerir—er mai araf ydynt, ysywaeth—o ran ffordd Blaenau'r Cymoedd, er fy mod yn cydnabod bod y Dirprwy Brif Weinidog wedi ymaflyd ag anawsterau mawr yn y cydestun hwnnw yn ei dair blynedd yn y swydd. Pan yrrwch ar hyd y ffordd honno, fel yr wyf wedi gwneud yn ddiweddar, gwelwch mai camp hynod yw ei bod yn agored a'i bod yn ffordd gymharol ddiogel ar hyn o bryd. Fodd bynnag, hoffwn ofyn i'r Dirprwy Brif Weinidog ystyried, fel ategiad i'r adroddiad hwn, a fyddai modd ystyried y ffordd o Bontypŵl i safle tirwedd treftadaeth y byd ym Mlaenafon.

Yr ydym yn croesawu'r system signalau newydd, a fydd yn caniatáu i'r rheilffordd rhwng de Cymru a Llundain gael ei thrydanu yn unol â'r addewid. Mae'n dal yn ddyhead gan ein plaid weld trydanu'r gwasanaethau i Gymru, gan gynnwys y rhai i'r gogledd ac i'r

However, I note that the enhancement to the Gaer junction is unlikely to be completed before next year, which is well after the National Eisteddfod will be held at Ebbw Vale. That improvement will allow for the introduction of an hourly Newport to Ebbw Vale service. As the previous speaker asked, will the Deputy First Minister be able to confirm the location of the new central station in Ebbw Vale and when it might open?

On the measures to improve road safety, we acknowledge that these measures help to reduce the number of accidents on our road network. It is a necessity to repair, enhance and maintain our roads. We recognise the requirement to repair our roads following the adverse winter weather. Will the Deputy First Minister bring forward a national strategy to co-ordinate the effective repair of our road network, which is vital to road safety?

Eleanor Burnham: We all welcome the underlying principles and warm words, but there are issues about how long some of us have waited for timely information about the reality of the situation. The Gerallt Gymro is wonderful—I came on it this morning from Shrewsbury, not from Wrexham. However, surely, we could get a much quicker service from north to south. I did not get to the Assembly until 10.15 a.m.. The Minister who I was meeting was very patient, because I was supposed to be meeting him at 10 a.m., but the reality is that I cannot get here any earlier. Well done, Gerallt Gymro. However, let us get real. We have a long way to go and I will be interested to know how the Deputy First Minister's German is getting on in view of the Deutsche Bahn takeover—for which I am thankful—of the lacklustre Arriva Trains. I am very interested to see how that will progress, and I am excited about getting here on time in a clean and lovely environment.

What Mohammad mentioned about disability is very important. We heard testimony about

de. Fodd bynnag, sylwaf nad yw'n debygol y cwblheir y gwelliant ar gyffordd y Gaer cyn y flwyddyn nesaf, sydd ymhell wedi i'r Eisteddfod Genedlaethol gael ei chynnal yng Nglynebwy. Bydd y gwelliant hwnnw'n caniatáu cyflwyno gwasanaeth bob awr o Gasnewydd i Lynebwy. Fel y gofynnodd y siaradwr blaenorol, a fydd y Dirprwy Brif Weinidog yn gallu cadarnhau lleoliad yr orsaf ganolog newydd yng Nglynebwy a phryd y gallai agor?

Ynglŷn â'r mesurau i wella diogelwch y ffyrdd, yr ydym yn cydnabod bod y mesurau hyn yn helpu i leihau nifer y damweiniau ar ein rhwydwaith ffyrdd. Mae atgyweirio, gwella a chynnal ein ffyrdd yn anghenraid. Yr ydym yn cydnabod y gofyniad i drwsio ein ffyrdd ar ôl tywydd garw'r gaeaf. A wnaiff y Dirprwy Brif Weinidog gyflwyno strategaeth genedlaethol i gyd-drefnu'r gwaith o atgyweirio'n rhwydwaith ffyrdd yn effeithiol, rhywbeth sy'n hanfodol i ddiogelwch y ffyrdd?

Eleanor Burnham: Yr ydym i gyd yn croesawu'r egwyddorion gwaelodol a'r geiriau teg, ond ceir problemau ynglŷn â'r amser y mae rhai ohonom wedi aros am wybodaeth amserol am realiti'r sefyllfa. Mae'r Gerallt Gymro'n wych—deuthum arno y bore yma o Amwythig, nid o Wrecsam. Fodd bynnag, siawns na allem gael gwasanaeth llawer cyflymach o'r gogledd i'r de. Ni chyrrhaeddais y Cynulliad tan 10.15 a.m.. Yr oedd y Gweinidog yr oeddwn yn dod i'w weld yn amyneddgar iawn, oherwydd yr oeddwn i fod i'w gyfarfod am 10 a.m., ond y gwir yw na allaf ddod yma'n gynharach na hynny. Da iawn, Gerallt Gymro. Ond gadewch inni fod yn realistig. Mae llawer iawn i'w wneud eto a bydd gennyf ddiddordeb mewn gwybod sut y mae Almaeneg y Dirprwy Brif Weinidog yn dod ymlaen gan fod Deutsche Bahn yn cymryd yr awenau—rhywbeth yr wyf yn ddiolchgar amdano—dros gwmni Trenau Arriva, nad oedd fawr o lewyrch yn perthyn iddo. Bydd yn ddiddorol iawn gweld sut yr aiff hynny, ac yr wyf yn cynhyrfu wrth feddwl am gyrraedd yma'n brydlon mewn amgylchedd glân a hyfryd.

Mae'r hyn a ddywedodd Mohammad am anabledd yn bwysig iawn. Clywsom

that only last week in one of the committees. It does not cost an enormous amount to improve disability facilities; the point is that you have to intervene at the design stage. Therefore, it would not be that costly. I urge the Deputy First Minister to do his best. I can talk to him on another date. There are huge issues of which I am sure he is aware, because he is a committed long-distance traveller on public transport. There are all kinds of issues that desperately need to be addressed for the deaf and the blind. It was a salutary lesson for us to listen to. If facilities were improved for them, they would be improved for people with pushchairs, elderly people with back trouble and so on, who all want to use public transport.

On the issue of freight to rail, it is absolutely imperative to do that in north Wales. The north-east Wales corridor is a difficulty because there are many people travelling in both directions, and I hope that you will look at that.

5.00 p.m.

The A55 is better. We have to take the A55 because we cannot do all the work that we need to do along that corridor by train. I would like much more timely improvements. Things are getting better, but it is still a nuisance for so many people. There are huge delays along the A55, costing businesses and inconveniencing people who have to travel along it.

Deputy First Minister, could you give us a timeline for dualling the Chester to Shrewsbury line, because that is absolutely imperative to improving the north-south service? On the refurbishment of rolling stock—wow—please roll it on quickly. We cannot wait any longer because we have already waited for so long.

Generally, we are looking forward to all the exciting improvements and, one day, we will all love to travel from north to south Wales in great comfort, and it will be fantastic for us all.

The Deputy First Minister and Minister

dystiolaeth am hynny yr wythnos diwethaf yn un o'r pwyllgorau. Nid yw'n costio swm aruthrol i wella cyfleusterau anabled; y pwynt yw bod yn rhaid ymyrryd wrth i'r dylunio ddigwydd. Felly, ni fyddai mor gostus â hynny. Yr wyf yn annog y Dirprwy Brif Weinidog i wneud ei orau. Gallaf siarad ag ef ar ddyddiad arall. Ceir materion enfawr yr wyf yn siŵr ei fod yn ymwybodol ohonynt, oherwydd y mae'n deithiwr pell ymroddedig ar gludiant cyhoeddus. Ceir pob math o faterion y mae gwir angen rhoi sylw iddynt er mwyn y byddar a'r deillion. Yr oedd yn wers fuddiol inni wrando arni. O wella cyfleusterau iddynt hwy, caent eu gwella i bobl â chadeiriau gwthio, pobl oedrannus sy'n cael poen yn eu cefn ac yn y blaen, sydd i gyd eisiau defnyddio cludiant cyhoeddus.

O ran symud nwyddau i'r rheilffordd, mae'n gwbl hanfodol gwneud hynny yn y gogledd. Mae coridor y gogledd-ddwyrain yn anhawster gan fod llawer o bobl yn teithio i'r ddau gyfeiriad, a gobeithio yr edrychwch ar hynny.

Mae'r A55 yn well. Rhaid inni gymryd yr A55 oherwydd ni allwn wneud yr holl waith y mae angen inni ei wneud ar hyd y coridor hwnnw ar y trê. Hoffwn weld gwelliannau llawer mwy amserol. Mae pethau'n gwella, ond mae'n dal yn niwsans i gynifer o bobl. Ceir oedi mawr ar hyd yr A55, ac mae hynny'n costio i fusnesau ac yn anghyfleustra i bobl sy'n gorfod teithio ar hyd-ddi.

Ddirprwy Brif Weinidog, a allech roi amserlen inni ar gyfer deuoli'r rheilffordd rhwng Caer ac Amwythig, oherwydd y mae hynny'n gwbl hanfodol i wella'r gwasanaeth rhwng y gogledd a'r de? O ran adnewyddu cerbydau—waw—dewch â hynny'n fuan, da chi. Ni allwn aros mwy oherwydd yr ydym eisoes wedi aros cyhyd.

Yn gyffredinol, yr ydym yn edrych ymlaen at yr holl welliannau cyffrous a, ryw ddydd, byddwn i gyd wrth ein boddau'n teithio o'r gogledd i'r de mewn moethusrwydd mawr, a bydd yn wych inni i gyd.

Y Dirprwy Brif Weinidog a'r Gweinidog

for the Economy and Transport (Ieuan Wyn Jones): I thank everyone who has taken part in the debate. There has been a general welcome for the national transport plan, for which I am grateful, but opposition members and others have raised some issues. I apologise to Members for not responding to points about individual schemes, and I hope that they will forgive me for that, but today we are talking about how we can develop a national transport plan. I appreciate that Members spoke about individual projects on behalf of their constituents, and I do not in any way criticise them for that, as I would do exactly the same in their position, but I hope that they will forgive me if I do not concentrate on those. I assure Members who have raised constituency matters that I will write to them separately on those matters, because it is important that a response be given, but perhaps not in the body of this debate.

I confess that, like Alun Davies, I was struggling with David Melding's speech, because although he started by being very supportive of the national transport plan, he seemed to be struggling to find ways of disagreeing with us when he talked about the need to be more upfront about the targets and timelines and so on. To be frank, this national transport plan sets out the strategic network. It is about how we are developing that by road, rail, walking, cycling, and linking up to our ports—and I will return to airports in a moment, which Oscar mentioned in his contribution.

David Melding: Will you take an intervention?

The Deputy First Minister: Before you intervene, David, it may be helpful for me to reassure you on two issues. First, we are progressing with the smart card and the intention is not just to make it available for one mode of transport but to make it a multi-use card. I passionately believe that you will not get a fully integrated service unless you make it easier for people to move from one mode to the other. That is my aspiration, which I know other Members share, from

dros yr Economi a Thrafnidiaeth (Ieuan Wyn Jones): Diolch i bawb sydd wedi cymryd rhan yn y ddadl. Cafwyd croeso cyffredinol i'r cynllun trafndiaeth cenedlaethol, ac yr wyf yn diolch am hynny, ond mae aelodau'r gwrthbleidiau ac eraill wedi codi ambell fater. Yr wyf yn ymddiheuro i Aelodau am beidio ag ymateb i bwyntiau am gynlluniau unigol, a gobeithio y maddeuant imi am hynny, ond heddiw yr ydym yn siarad am sut y gallwn ddatblygu cynllun trafndiaeth cenedlaethol. Yr wyf yn sylweddoli mai ar ran eu hetholwyr y siaradodd Aelodau am brosiectau unigol, ac nid wyf yn eu beirniadu o gwbl am hynny, gan y gwnawn innau'r un peth yn union yn eu sefyllfa hwy, ond gobeithio y maddeuant imi os na chanolbwyntiaf ar y rheini. Yr wyf yn sicrhau'r Aelodau sydd wedi codi materion etholaeth yr ysgrifennaf atynt ar wahân ynglŷn â'r materion hynny, oherwydd y mae'n bwysig rhoi ymateb, ond nid yng ystod y ddadl hon efallai.

Cyfaddefaf fy mod, fel Alun Davies, wedi cael anhawster gydag araith David Melding, oherwydd er iddo ddechrau drwy fod yn gefnogol iawn i'r cynllun trafndiaeth cenedlaethol, yr oedd fel pe bai'n ymdrechu i ganfod ffyrdd i anghytuno â ni pan siaradodd am yr angen i fod yn fwy clir am y targedau a'r amserlenni ac yn y blaen. A siarad yn blaen, mae'r cynllun trafndiaeth cenedlaethol hwn yn amlinellu'r fframwaith strategol. Mae a wnelo â sut y datblygwn hynny drwy ffyrdd, rheilffyrdd, cerdded, seiclo, a chysylltu â'n porthladdoedd—a dychwelaf at feysydd awyr mewn munud, sef rhywbeth a grybwyllwyd gan Oscar yn ei gyfraniad.

David Melding: A dderbyniwch ymyriad?

Y Dirprwy Brif Weinidog: Cyn ichi ymyrryd, David, efallai y bydd yn fuddiol imi roi sicrwydd ichi ar ddau fater. Yn gyntaf, yr ydym yn bwrw ymlaen â'r cerdyn clyfar a'r bwriad yw nid yn unig sicrhau ei fod ar gael ar gyfer un dull o deithio ond sicrhau hefyd ei fod yn gerdyn defnydd lluosog. Credaf yn angerddol na chewch wasanaeth cwbl integredig os nad ydych yn ei gwneud yn haws i bobl symud o'r naill ddull i'r llall. Dyna fy nyhead, a gwn ei fod yn ddyhead

listening to their contributions this afternoon.

I thoroughly agree with David's other point on transport information. People will not use public transport unless they are sure that they have the correct information about when a bus or a train is leaving and when it is likely to arrive. Good information is essential, which is why we are looking at further developing the information provided through Traveline Cymru, so that people can get information about any mode of transport from one source. I hope that that will reassure David, or at least up to a point.

David Melding: We have one big strategic disagreement and that is about the M4. I am quite happy to say that I share some of the objectives in this plan, but my central criticism of it is that we cannot monitor or measure those objectives. I will cite the most absurd aspiration, in a sense, as will become apparent. We all agree that community transport needs to be improved and that it has been a bit of a cinderella sector, but this is how you say you will do it: by reflecting on the 2002 stock-take on 'Community Transport in the Welsh Transport Network' so that you can improve provision by 2014. That is 12 years after the study that you are taking as the base. That is the problem with some of this. It is late and unmeasured.

The Deputy First Minister: On community transport, one thing that I have done—although I was criticised for not making decisions soon enough—is make the decision to continue with the funding for those community transport schemes right across Wales. I am now trying to see whether we can extend that into areas where it is not currently available. That is a commitment that I have made.

I will come back to the subject of the M4, because a number of Members have raised it. Rather than dealing specifically with the points raised in David's contribution, I will

gan Aelodau eraill, o wrando ar eu cyfraniadau y prynhawn yma.

Cytunaf yn llwyr â phwynt arall David ynglŷn â gwybodaeth am drafnidiaeth. Ni wnaiff pobl ddefnyddio cludiant cyhoeddus oni bai eu bod yn siŵr bod ganddynt y wybodaeth gywir ynglŷn â phryd y bydd bws neu drên yn gadael a phryd y mae'n debyg o gyrraedd. Mae gwybodaeth dda'n hanfodol, a dyna pam yr ydym yn edrych ar ddatblygu ymhellach y wybodaeth a ddarperir drwy Traveline Cymru, er mwyn i bobl allu cael gwybodaeth am unrhyw ddull o deithio o un ffynhonnell. Gobeithio y rhydd hynny sicrwydd i David, neu o leiaf hyd at ryw wynt.

David Melding: Mae gennym un anghytundeb strategol mawr, ac mae a wnelo hynny â'r M4. Yr wyf yn berffaith barod i ddweud bod rhai o amcanion y cynllun hwn yn amcanion sydd gennyf finnau, ond fy meirniadaeth ganolog arno yw na allwn fonitro na mesur yr amcanion hynny. Cyfeiriau at y dyhead mwyaf absŵrd, ar un ystyr, fel y daw'n amlwg. Yr ydym i gyd yn gyfûn bod angen gwella trafnidiaeth gymunedol a bod hynny'n sector sydd wedi'i esgeuluso braidd, ond dyma sut y dywedwch eich bod am wneud hyn: drwy ystyried cyfrif stoc 2002 ar 'Cludiant Cymunedol yn Rhwydwaith Cludiant Cymru' er mwyn ichi allu gwella'r ddarpariaeth erbyn 2014. Mae hynny 12 mlynedd ar ôl yr astudiaeth yr ydych yn ei chymryd yn sail. Dyna'r broblem gyda rhannau o hyn. Mae'n hwyr, a heb ei fesur.

Y Dirprwy Brif Weinidog: Ynglŷn â thrafnidiaeth gymunedol, un peth yr wyf wedi'i wneud—er imi gael fy meirniadu am beidio â gwneud penderfyniadau'n ddigon buan—yw gwneud y penderfyniad i barhau i ariannu'r cynlluniau trafnidiaeth cymunedol hynny ar draws Cymru. Yr wyf yn ceisio gweld yn awr a allwn ymestyn hynny i ardaloedd lle nad yw ar gael ar hyn o bryd. Mae hynny'n ymrwymiad yr wyf wedi'i wneud.

Deuaf yn ôl at bwnc yr M4, oherwydd y mae nifer o Aelodau wedi'i godi. Yn hytrach na delio'n benodol â'r pwyntiau a godwyd yng nghyfraniad David, deuaf yn ôl ato gan ei fod

come back to it because it has been raised by other Members.

Alun Davies made a point about the role of regional transport consortia, but I think that he has made that before, not just in the Chamber, but in committee. I well remember the points that he made then. The reason I felt that I did not want to comment on the future of regional transport consortia at that time was because they were in the process of completing their reports. Now that they have completed their reports, by and large, although we can argue about some of the detail, they have now come up with at least a good starting point for considering regional transport plans. However, I am sure that there will always be discussion about the way to deliver some of those.

The point that he made about economic development being linked in is important. However, I am sure that Alun will recognise that, as well as considering economic development potential, we should also look at the environmental concerns and at the social impact of some of our transport network, particularly the link with retail centres and so on. How do we ensure that people find it easy to access retail centres, doctors' surgeries and all the rest of it? In other words, there is a wider perspective that we need to consider, although I recognise the economic impact.

Paul mentioned two matters in his constituency, namely the dualling of the A40 and the trains to Fishguard. As I indicated, I will write to him on those points.

I agree with Jenny's comments about the smart card. We hope to move quite quickly on that. I also agree with her comments about Cardiff and the Sustainable Travel Towns initiative, and the way in which we have worked closely with Cardiff Council to deliver that. I know that there has been some discussion about the extension of the park-and-ride scheme, which she also mentioned.

Jenny also mentioned electrification. I am pleased that we now have all-party support on that, and I hope that it will be delivered,

wedi'i godi gan Aelodau eraill.

Gwnaeth Alun Davies bwynt am rôl consortia trafndiaeth rhanbarthol, ond yr wyf yn meddwl ei fod wedi gwneud hwnnw o'r blaen, nid dim ond yn y Siambr, ond yn y pwyllgor. Cofiaf yn iawn y pwyntiau a wnaeth bryd hynny. Y rheswm yr oeddwn yn teimlo nad oedd arnaf eisiau gwneud sylw am ddyfodol consortia trafndiaeth rhanbarthol bryd hynny oedd am eu bod yn y broses o gwblhau eu hadroddiadau. A hwythau bellach wedi cwblhau eu hadroddiadau, ar y cyfan, er y gallwn ddadlau ynghylch rhai o'r manylion, maent yn awr wedi cyflwyno man cychwyn da, o leiaf, ar gyfer ystyried cynlluniau trafndiaeth rhanbarthol. Fodd bynnag, yr wyf yn siŵr y bydd trafodaeth yn wastad am y ffordd i gyflawni rhai o'r rheini.

Mae'r pwynt a wnaeth ynglŷn â'r cysylltiad â datblygu economaidd yn bwysig. Fodd bynnag, yr wyf yn siŵr y gwnaiff Alun gydnabod y dylem, yn ogystal ag ystyried potensial datblygu economaidd, edrych hefyd ar y pryderon amgylcheddol ac ar effaith gymdeithasol rhannau o'n rhwydwaith trafndiaeth, yn enwedig y cysylltiad â chanolfannau siopa ac yn y blaen. Sut y mae sicrhau bod pobl yn ei chael yn hawdd cael mynediad i ganolfannau siopa, meddygyfeydd ac yn y blaen? Mewn geiriau eraill, ceir persbectif ehangach y mae angen inni ei ystyried, er fy mod yn cydnabod yr effaith economaidd.

Soniodd Paul am ddau fater yn ei etholaeth, sef deuoli'r A40 a threnau i Abergwaun. Fel y dywedais, ysgrifennaf ato ar y pwyntiau hynny.

Cytunaf â sylwadau Jenny am y cerdyn clyfar. Yr ydym yn gobeithio symud yn eithaf buan ar hynny. Cytunaf hefyd â'i sylwadau am Gaerdydd a'r fenter trefi teithio cynaliadwy, a'r modd yr ydym wedi cydweithio'n agos â Chyngor Caerdydd i gyflawni hynny. Gwn fod peth trafod wedi bod ar ymestyn y cynllun parcio a theithio, rhywbeth y soniodd amdano hefyd.

Soniodd Jenny am drydanu hefyd. Yr wyf yn falch bod gennym bellach gefnogaeth yr holl bleidiau i hynny, a gobeithio y caiff ei

whatever the outcome of the general election.

I know her view on the north-south air service, but I remind her that the Liberal Democrat councillors on Anglesey support the scheme. It is quite interesting that that should be the case there.

Jeff Cuthbert talked about transport links, particularly in the context of youth unemployment. I agree with you, Jeff, because if we are to give people job opportunities in the future, we must give them key transport links. Where there are particularly high levels of youth unemployment, the Government has a responsibility to ensure good transport facilities. You also mentioned a number of issues in your constituency that I would like to come back to you on.

Oscar mentioned a number of issues, such as the 50 mph speed limit on the M4. That is a temporary measure until we can have variable speed limits. He also mentioned the need for blind and partially sighted people to have proper information. My officials are discussing these matters with the representative organisations, such as the Guide Dogs for the Blind. I can assure him that we are looking at that.

In relation to air travel, I suggest that he has words with his front bench, because they are not agreed on the party line. It looks as though he was speaking on behalf of himself and not on behalf of his party, because I have yet to hear any other member of the Conservative benches talking in support of the north-south air service. *[Interruption.]* No, he mentioned the north-south service as well. Let me just put this point: I have yet to hear the Conservatives call for an international airport outside Cardiff. *[Interruption.]*

The Deputy Presiding Officer: Order. You are out of time, Deputy First Minister.

Mohammad Asghar: I was talking about an international-standard airport, which Cardiff airport is not and never will be. Therefore, why not think differently and create

gyflawni, beth bynnag fydd canlyniad yr etholiad cyffredinol.

Gwn am ei barn am y gwasanaeth awyr rhwng y gogledd a'r de, ond fe'i hatgoffaf fod cynghorwyr y Democratiaid Rhyddfrydol ym Môn yn cefnogi'r cynllun. Mae'n eithaf diddorol mai felly y mae hi yno.

Siaradodd Jeff Cuthbert am gysylltiadau trafniadaeth, yn enwedig yng nghyd-destun diweithdra ymhlith yr ifanc. Yr wyf yn cytuno â chi, Jeff, oherwydd os ydym am roi cyfleon gwaith i bobl yn y dyfodol, rhaid inni roi cysylltiadau trafniadaeth allweddol iddynt. Lle y ceir lefelau arbennig o uchel o ddiweithdra ymhlith yr ifanc, mae gan y Llywodraeth gyfrifoldeb i sicrhau cyfleusterau trafniadaeth da. Soniasoch hefyd am nifer o faterion yn eich etholaeth yr hoffwn ddod yn ôl atoch ynglŷn â hwy.

Soniodd Oscar am nifer o faterion, megis y cyfyngiad cyflymder 50 milltir yr awr ar yr M4. Mesur dros dro yw hwnnw nes gallwn gael cyfyngiadau cyflymder y gellir eu hamrywio. Soniodd hefyd am yr angen i bobl ddall a rhannol ddall gael gwybodaeth iawn. Mae fy swyddogion yn trafod y materion hyn gyda'r cyrff cynrychiadol, megis cymdeithas Cŵn Tywys i'r Deillion. Gallaf ei sicrhau ein bod yn edrych ar hynny.

Ynglŷn â theithio awyr, awgrymaf y dylai gael gair gyda'i fainc flaen, oherwydd nid ydynt yn gytûn ynghylch safbwynt y blaid. Mae'n ymddangos mai siarad ar ei ran ei hun yr oedd ac nid ar ran ei blaid, oherwydd nid wyf eto wedi clywed dim un aelod arall o feinciau'r Ceidwadwyr yn siarad o blaid y gwasanaeth awyr rhwng y gogledd a'r de. *[Torri ar draws.]* Na, soniodd am y gwasanaeth rhwng y gogledd a'r de hefyd. Gadewch imi wneud y pwynt hwn: nid wyf eto wedi clywed y Ceidwadwyr yn galw am faes awyr rhyngwladol y tu allan i Gaerdydd. *[Torri ar draws.]*

Y Dirprwy Lywydd: Trefn. Daeth eich amser i ben, Ddirprwy Brif Weinidog.

Mohammad Asghar: Sôn yr oeddwn am faes awyr o safon ryngwladol, rhywbeth nad yw maes awyr Caerdydd yn awr ac na fydd byth. Felly, pam lai meddwl yn wahanol a

something that is of world standard, which will draw investors and entrepreneurs into Wales?

5.10 p.m.

The Deputy First Minister: I am still not clear whether that is Oscar's policy or Conservative policy. We will have to wait to hear that.

The Deputy Presiding Officer: Order. Can you wind up soon, please?

The Deputy First Minister: I understand that I am now over time, but I will briefly mention the points that Trish made. I will write to you on those, Trish.

I thank Eleanor Burnham for her support for the Gerallt Gymro. We hope that we can add other services to the north-south services that match that quality. I want to give her a little piece of advice that I was given by the Speaker of the House of Commons: he said that if you are late for a meeting, do not come to me to apologise—catch an earlier train. That is the advice that he gave me, and I am sure that you could also take that up.

Finally—and I am grateful for the indulgence of the Deputy Presiding Officer—I want to address the issue about the M4. I have always said that abandoning the M4 relief road did not mean that we were not committed to making significant improvements along that corridor. We are doing two things. First, we are looking at realigning some of those junctions so that we can take away the local traffic that currently uses the M4. We have also bought the Corus land so that we can have an inner relief road linking to the southern distributor road. That will provide alternative access, and we can do that far quicker than we could build an M4 relief road. We are also looking at ways in which we can develop public transport by looking at new train stations on part of the line on the regional network to take some of that traffic off the road. We have also made a commitment to electrifying the line from London to Swansea. All that is in place and the plans are there. I believe that we can

chreu rhywbeth sydd o safon fyd-eang a ddaw â buddsoddwyr ac entrepreneuriaid i Gymru?

Y Dirprwy Brif Weinidog: Yr wyf yn dal yn aneglur ai polisi Oscar yw hwnnw ynteu polisi'r Ceidwadwyr. Bydd yn rhaid inni aros i glywed hynny.

Y Dirprwy Lywydd: Trefn. A allwch ddirwyn i ben yn fuan, os gwelwch yn dda?

Y Dirprwy Brif Weinidog: Yr wyf yn deall fy mod wedi mynd dros fy amser erbyn hyn, ond soniaf yn fyr am y pwyntiau a wnaeth Trish. Ysgrifennaf atoch am y rheini, Trish.

Diolch i Eleanor Burnham am ei chefnogaeth i'r Gerallt Gymro. Gobeithio y gallwn ychwanegu gwasanaethau eraill at y gwasanaethau rhwng y gogledd a'r de sydd o ansawdd cystal. Mae arnaf eisiau rhoi darn bach o gyngor a roddwyd i mi gan Lefarydd Tŷ'r Cyffredin: dywedodd os ydych yn hwyr i gyfarfod, peidiwch â dod ataf fi i ymddiheuro—daliwch drên cynharach. Dyna'r cyngor a roddodd i mi, ac yr wyf yn siŵr y gallech chithau fanteisio ar hynny hefyd.

Yn olaf—ac yr wyf yn ddiolchgar am faddeuant y Dirprwy Lywydd—hoffwn ddelio â'r cwestiwn ynghylch yr M4. Yr wyf wedi dweud erioed nad oedd rhoi'r gorau i ffordd liniaru'r M4 yn golygu nad oeddem yn ymroddedig i wneud gwelliannau sylweddol ar hyd y coridor hwnnw. Yr ydym yn gwneud dau beth. Yn gyntaf, yr ydym yn edrych ar addasu rhai o'r cyffyrdd hynny er mwyn inni allu tynnu'r traffig lleol sy'n defnyddio'r M4 ar hyn o bryd oddi ar y draffordd. Yr ydym hefyd wedi prynu tir Corus er mwyn inni allu cael ffordd liniaru fewnol yn cysylltu â'r ffordd ddsbarthu ddeheuol. Bydd honno'n rhoi mynediad amgen, a gallwn wneud hynny'n llawer cyflymach nag y gallem adeiladu ffordd liniaru i'r M4. Yr ydym yn edrych hefyd ar ffyrdd y gallwn ddatblygu cludiant cyhoeddus drwy edrych ar orsafoedd newydd ar rannau o'r rheilffordd ar y rhwydwaith rhanbarthol i fynd â rhywfaint o'r traffig hwnnw oddi ar y ffordd. Yr ydym wedi ymrwymo hefyd i drydanu'r rheilffordd

deliver an earlier and better solution for the M4 corridor around Newport, which will also meet many of our environmental objectives.

o Lundain i Abertawe. Mae hynny i gyd ar y gweill ac mae'r cynlluniau yno. Credaf y gallwn wireddu ateb cynharach a gwell i goridor yr M4 o gwmpas Casnewydd, a bydd hynny hefyd yn cyflawni llawer o'n hamcanion amgylcheddol.

The Deputy Presiding Officer: The proposal is to agree amendment 1. Does any Member object? I see that there is an objection. I therefore defer all voting until voting time.

Y Dirprwy Lywydd: Y cynnig yw ein bod yn derbyn gwelliant 1. A oes unrhyw Aelod yn gwrthwynebu? Gwelaf fod gwrthwynebiad. Gohiriaf bob pleidleisio felly tan yr amser pleidleisio.

It is now past 5 p.m., so I intend to move straight to the vote. Does anyone want the bell to be rung? I see that no-one does.

Mae wedi 5 p.m. erbyn hyn, felly bwriadaf symud yn syth i'r bleidlais. A oes ar rywun eisiau i'r gloch gael ei chanu? Gwelaf nad oes neb.

*Gohiriwyd y pleidleisiau tan y cyfnod pleidleisio.
Votes deferred until voting time.*

Cyfnod Pleidleisio Voting Time

*Gwelliant 1 i NDM4458: O blaid 17, Ymatal 0, Yn erbyn 28.
Amendment 1 to NDM4458: For 17, Abstain 0, Against 28.*

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

Asghar, Mohammad
Bates, Mick
Black, Peter
Burnham, Eleanor
Davies, Andrew R.T.
Davies, Paul
German, Michael
Graham, William
Isherwood, Mark
Law, Trish
Melding, David
Millar, Darren
Morgan, Jonathan
Ramsay, Nick
Randerson, Jenny
Williams, Brynle
Williams, Kirsty

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

Andrews, Leighton
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Alun
Davies, Andrew
Davies, Jocelyn
Franks, Chris
Gibbons, Brian
Gregory, Janice
Griffiths, John
Griffiths, Lesley
Hart, Edwina
Hutt, Jane
James, Irene
Jones, Alun Ffred
Jones, Carwyn
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn
Lloyd, David
Lloyd, Val
Mewies, Sandy
Morgan, Rhodri
Sargeant, Carl
Thomas, Gwenda
Thomas, Rhodri Glyn
Watson, Joyce

Gwrthodwyd y gwelliant.

Amendment not agreed.

*Gwelliant 2 i NDM4458: O blaid 14, Ymatal 0, Yn erbyn 29.
Amendment 2 to NDM4458: For 14, Abstain 0, Against 29.*

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

Asghar, Mohammad
Bates, Mick
Black, Peter
Davies, Andrew R.T.
Davies, Paul
German, Michael
Graham, William
Isherwood, Mark
Melding, David
Millar, Darren
Morgan, Jonathan
Ramsay, Nick
Randerson, Jenny
Williams, Kirsty

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

Andrews, Leighton
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Alun
Davies, Andrew
Davies, Jocelyn
Franks, Chris
Gibbons, Brian
Gregory, Janice
Griffiths, John
Griffiths, Lesley
Hart, Edwina
Hutt, Jane
James, Irene
Jones, Alun Ffred
Jones, Carwyn
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn
Law, Trish
Lloyd, David
Lloyd, Val
Mewies, Sandy
Morgan, Rhodri
Sargeant, Carl
Thomas, Gwenda
Thomas, Rhodri Glyn
Watson, Joyce

*Gwrthodwyd y gwelliant.
Amendment not agreed.*

*Gwelliant 3 i NDM4458: O blaid 15, Ymatal 0, Yn erbyn 29.
Amendment 3 to NDM4458: For 15, Abstain 0, Against 29.*

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

Asghar, Mohammad
Bates, Mick
Black, Peter
Davies, Andrew R.T.
Davies, Paul
German, Michael
Graham, William
Isherwood, Mark
Melding, David
Millar, Darren
Morgan, Jonathan
Ramsay, Nick
Randerson, Jenny
Williams, Brynle
Williams, Kirsty

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

Andrews, Leighton
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Alun
Davies, Andrew
Davies, Jocelyn
Franks, Chris
Gibbons, Brian
Gregory, Janice
Griffiths, John
Griffiths, Lesley
Hart, Edwina
Hutt, Jane
James, Irene
Jones, Alun Ffred
Jones, Carwyn
Jones, Elin

Jones, Helen Mary
Jones, Ieuan Wyn
Law, Trish
Lloyd, David
Lloyd, Val
Mewies, Sandy
Morgan, Rhodri
Sargeant, Carl
Thomas, Gwenda
Thomas, Rhodri Glyn
Watson, Joyce

*Gwrthodwyd y gwelliant.
Amendment not agreed.*

*Cynnig NDM4458: O blaid 32, Ymatal 0, Yn erbyn 13.
Motion NDM4458: For 32, Abstain 0, Against 13.*

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

Andrews, Leighton
Asghar, Mohammad
Chapman, Christine
Cuthbert, Jeff
Davidson, Jane
Davies, Alun
Davies, Andrew
Davies, Jocelyn
Franks, Chris
Gibbons, Brian
Gregory, Janice
Griffiths, John
Griffiths, Lesley
Hart, Edwina
Hutt, Jane
James, Irene
Jones, Alun Ffred
Jones, Carwyn
Jones, Elin
Jones, Helen Mary
Jones, Ieuan Wyn
Law, Trish
Lloyd, David
Lloyd, Val
Mewies, Sandy
Millar, Darren
Morgan, Rhodri
Ramsay, Nick
Sargeant, Carl
Thomas, Gwenda
Thomas, Rhodri Glyn
Watson, Joyce

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

Bates, Mick
Black, Peter
Burnham, Eleanor
Davies, Andrew R.T.
Davies, Paul
German, Michael
Graham, William
Isherwood, Mark
Melding, David
Morgan, Jonathan
Randerson, Jenny
Williams, Brynle
Williams, Kirsty

*Derbyniwyd y cynnig.
Motion agreed.*

The Deputy Presiding Officer: That brings today's business to a close. **Y Dirprwy Lywydd:** Dyna ddiwedd ein busnes am heddiw.

*Daeth y cyfarfod i ben am 5.13 p.m.
The meeting ended at 5.13 p.m.*

Aelodau a'u Pleidiau
Members and their Parties

Andrews, Leighton (Llafur – Labour)
 Asghar, Mohammad (Ceidwadwyr Cymreig – Welsh Conservatives)
 Barrett, Lorraine (Llafur – Labour)
 Bates, Mick (Democrat Rhyddfrydol Annibynnol – Independent Liberal Democrat)
 Black, Peter (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
 Bourne, Nick (Ceidwadwyr Cymreig – Welsh Conservatives)
 Burnham, Eleanor (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
 Burns, Angela (Ceidwadwyr Cymreig – Welsh Conservatives)
 Butler, Rosemary (Llafur – Labour)
 Cairns, Alun (Ceidwadwyr Cymreig – Welsh Conservatives)
 Chapman, Christine (Llafur – Labour)
 Cuthbert, Jeff (Llafur – Labour)
 Davidson, Jane (Llafur – Labour)
 Davies, Alun (Llafur – Labour)
 Davies, Andrew (Llafur – Labour)
 Davies, Andrew R.T. (Ceidwadwyr Cymreig – Welsh Conservatives)
 Davies, Jocelyn (Plaid Cymru – The Party of Wales)
 Davies, Paul (Ceidwadwyr Cymreig – Welsh Conservatives)
 Elis-Thomas, Dafydd (Plaid Cymru – The Party of Wales)
 Evans, Nerys (Plaid Cymru – The Party of Wales)
 Franks, Chris (Plaid Cymru – The Party of Wales)
 German, Michael (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
 Graham, William (Ceidwadwyr Cymreig – Welsh Conservatives)
 Gregory, Janice (Llafur – Labour)
 Griffiths, John (Llafur – Labour)
 Griffiths, Lesley (Llafur – Labour)
 Gibbons, Brian (Llafur – Labour)
 Hart, Edwina (Llafur – Labour)
 Hutt, Jane (Llafur – Labour)
 Isherwood, Mark (Ceidwadwyr Cymreig – Welsh Conservatives)
 James, Irene (Llafur – Labour)
 Jenkins, Bethan (Plaid Cymru – The Party of Wales)
 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, Gareth (Plaid Cymru – The Party of Wales)
 Jones, Helen Mary (Plaid Cymru – The Party of Wales)
 Jones, Ieuan Wyn (Plaid Cymru – The Party of Wales)
 Law, Trish (Annibynnol – Independent)
 Lewis, Huw (Llafur – Labour)
 Lloyd, David (Plaid Cymru – The Party of Wales)
 Lloyd, Val (Llafur – Labour)
 Melding, David (Ceidwadwyr Cymreig – Welsh Conservatives)
 Mewies, Sandy (Llafur – Labour)
 Millar, Darren (Ceidwadwyr Cymreig – Welsh Conservatives)
 Morgan, Jonathan (Ceidwadwyr Cymreig – Welsh Conservatives)
 Morgan, Rhodri (Llafur – Labour)
 Neagle, Lynne (Llafur – Labour)
 Ramsay, Nick (Ceidwadwyr Cymreig – Welsh Conservatives)
 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, Gwenda (Llafur – Labour)
 Thomas, Rhodri Glyn (Plaid Cymru – The Party of Wales)
 Watson, Joyce (Llafur – Labour)
 Williams, Brynle (Ceidwadwyr Cymreig – Welsh Conservatives)
 Williams, Kirsty (Democratiaid Rhyddfrydol Cymru – Welsh Liberal Democrats)
 Wood, Leanne (Plaid Cymru – The Party of Wales)