

[News story: Changes anticipated for marine licensing fees and charges](#)

The costs associated with marine licence applications made to the Marine Management Organisation are planned to change from 1 September 2018.

This follows a consultation held by the Department for Environment, Food and Rural Affairs (Defra) [on proposals](#) to revise marine licensing application fees, held between December 2017 and February 2018. The consultation outlined changes needed in order to maintain marine licence applicant fee rates in-line with the costs incurred by the MMO in determining a marine licence application.

The fee rate for a marine licence has not been changed since 2014. Since that time, the cost of determining a marine licence application has increased. These changes will help to ensure that the cost of a marine licence is not subsidised by the UK tax payer.

Defra has now published its [response to the consultation](#) and [laid a Statutory Instrument in Parliament](#) to provide the legal basis for the changes to take place.

Marine licensing fees from 1 September

The planned implementation date for the changes to marine licence application fees is 1 September 2018. The impact of the changes depend on the band of marine licence applied for and when the application is received/determined.

The MMO will soon [update its guidance](#) to reflect the new proposed fees. The main change is a revision of the hourly fee rate from £94 to £122 for Band 2 and 3 applicants.

From 1 September onwards:

- New Band 2 and 3 applications received by the MMO will be charged the new hourly rate.
- Travel costs will be charged at the new hourly rate and will no longer be capped. Travel and subsistence costs will also be charged. MMO will publish details of their travel and subsistence policy shortly.

There will be a number of Band 2 applications ongoing at 1 September 2018 where the MMO has not yet made a determination. The MMO will introduce transitional arrangements for these and will provide bespoke advice and calculation of fees to applicants.

Band 2 applicants will continue to be charged under the old fee regime until they are determined. However the cap on total costs payable for the existing 2E category will be based on the new arrangements as this is set at a lower level than under the existing scheme.

There will be no transitional arrangements for Band 3 applications, ongoing cases will be charged at the new rate from 1 September.

Improvements to the marine licensing service

The consultation and Government response explain how the MMO has continued to improve marine licensing systems and processes and is committed to further enhancing these. Such changes, introduced since 2015 as part of a marine licensing improvement programme, are estimated to have collectively saved businesses around half a million pounds a year.

One such change was a [self-service approach for some low-risk applications](#), which was included in the consultation.

In responding to the consultation the Government has made a number of commitments to further improve the marine licensing process and systems to make them more transparent and efficient. These commitments include:

- Ensuring service standards are published on the MMO website and the delivery against these standards is monitored and reported
- Ongoing monitoring of the marine licensing regime, with any opportunity to pass on efficiency savings to be considered under the next review of marine licensing application fees
- Reviewing and publishing guidance on travelling relating to marine licence applications, using comments received as part of the consultation to inform this
- Considering whether other specific activities could be added to the list of Band 1 activities when regulations are next reviewed.

The MMO welcomes feedback from marine licensing customers in order to further improve the system to meet their needs and continue to offer value for money.

[Press release: Preserving the past and present for the future](#)

Future generations unearthing a time capsule in 100 years' time will get an exciting glimpse of what life was like back when work was taking place to build the North East's first ever triple decker roundabout.

Highways England has joined forces with businesses and schools in North Tyneside to capture what it's like living in 2018.

The time capsule has been buried on site of the A19 Coast Road scheme and to mark the burial, a special ceremony has been held today with an official plaque unveiled by Mayor of North Tyneside, Norma Redfearn.

Highways England assistant project manager Steven Cox said:

We have been really pleased with the contributions we have received from the wider community who have been so enthusiastic about this project and I'm sure when it is dug up in a 100 years' time it will give a fascinating insight into how things have changed.

There's a wide range of items included from brochures and programmes to photographs and videos, so a big thank you to everyone. It was also a pleasure to invite the Mayor of North Tyneside, Norma Redfearn down to the site to unveil the official plaque today and to show her how work to create the triple decker junction is progressing.

We not revealing the exact location of the time capsule to avoid it being dug up early and spoiling the surprise but this has been recorded by North Tyneside Council for when it is dug up in 2118.

Elected Mayor of North Tyneside Norma Redfearn CBE said:

This really is history in the making. It's a landmark project unlike any other in the North East and I'm delighted that local people have been able to get involved with filling and burying the time capsule.

The work to provide the new triple decker roundabout will bring benefits not just for people living here and now but for many generations to come. It's great to think that those same people will one day reopen this capsule and be able to appreciate what life was like as the project was taking shape.

Work on the scheme is progressing and efforts to remove 80,000 cubic metres of soil to create the third layer of the junction is almost complete, further work such as drainage is also taking place.

The remainder of the project will include upgrading 1,175 metres of existing cycleway and adding a further 247 metres of cycleway to improve access round the junction. Work will also take place to install gantries which will display improved signage and surfacing of the new underpass and roundabout will be carried out. The [scheme](#) is due to be completed by the end of March 2019.

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer

Press release: UK's commitment to back Britain's world class aid organisations in the event of a "no deal"

The International Development Secretary, Penny Mordaunt, has today (Thursday 23 August) [made a commitment](#) to stand by and protect Britain's world class aid organisations in the unlikely event that we reach March 2019 without agreeing a deal with the EU.

The European Commission (EC) currently requires UK aid organisations to prove at application stage that they are able to fund the delivery of humanitarian contracts should there be a no deal scenario. The vast majority of organisations are unable to make such a financial commitment up front, and so are being discouraged from applying.

British organisations play a leading role in life-saving aid programmes across the world.

To ensure this continues post March 2019, DFID will fund the cost of any new programme led by a UK aid organisation currently funded from the core budget of the EU's humanitarian and civil protection agency (ECHO).

International Development Secretary, Penny Mordaunt said:

"I am pleased to give our world class British NGOs a firm commitment that the UK Government will help them overcome the difficulties that they have been facing.

"Aid delivered well has the power to change lives; this is what the UK does best and I will do all that I can to ensure that British aid organisations continue to play a leading role in helping some of the world's most disadvantaged people.

"It is in everyone's best interests that we reach an agreement going forward on our future relationship with the EU on development. An effective partnership will enable the UK and EU to jointly help the poorest and most vulnerable people."

Today's commitment from DFID will provide reassurance to UK aid organisations that they can bid for EC funding without potentially incurring additional financial risk. Support will be provided from funding that would otherwise have been channelled through the EU.

Ms Mordaunt has written to UK NGOs to confirm her funding commitment.

The letter states: "I am pleased to announce the Government's commitment to support UK aid organisations from additional financial liabilities as a result of 'no deal' planning currently being undertaken by ECHO. This contingency plan would apply in the event that ECHO terminates funding to UK organisations when we leave the EU.

"I understand the difficulties you and your colleagues have experienced over recent months in applying for EU funding – funding for which you remain legally entitled to bid – and the frustrations you have faced in delivering the high-quality programming for which British development organisations are renowned. It is in neither the EU's nor the UK's interest that organisations which are best-placed are prevented from delivering our programmes.

"The UK wants to be a good development partner to the EU, now and in the future. We share a common goal of delivering excellent development outcomes for the world's poorest. I am clear in my personal commitment to support UK organisations – the best in the world – to deliver on this common goal."

Last month, the UK separately received important reassurances from the EU that UK aid organisations would not be discriminated against when bidding for contracts to deliver aid to refugees in Turkey.

Ms Mordaunt said she was pleased at these "reassurances" which relate to funding from the Facility for Refugees in Turkey.

At last month's International Development Committee Ms Mordaunt highlighted the unfair contracts saying: "We are clear that the European Commission must remove these disclaimers it is using to hinder British aid organisations from delivering the common goal of alleviating poverty which would hit the world's poorest people hardest."

Press release: Foreign flagged ships detained in the UK during July 2018 **Revision 2**

Updated: Revision 2 of the July press release

During July, there were three new detentions of foreign flagged vessels in a UK port, five vessels remained under detention from previous months. A total of four vessels remain under detention at the end of July.

1. In response to one of the recommendations of Lord Donaldson's inquiry into the prevention of pollution from merchant shipping, and in compliance with the EU Directive on Port State Control (2009/16/EC as amended), the Maritime and Coastguard agency (MCA) publishes details of the foreign flagged vessels detained in UK ports each month.
2. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows the ships with a high risk rating and poor detention records to be targeted for future inspection.
3. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency. When a ship is found to be not in compliance with applicable convention requirements, a deficiency may be raised. If any of their deficiencies are so serious they have to be rectified before departure, then the ship will be detained.
4. All deficiencies should be rectified before departure if at all possible.
5. When applicable, the list includes those passenger craft prevented from operating under the provisions of the EU Directive on Mandatory Surveys for the safe operation of regular Ro-Ro ferry and high speed passenger craft services (1999/35/EU).

Notes on the list of detentions

- Full details of the ship.
The accompanying detention list shows ship's International Maritime Organization (IMO) number which is unchanging throughout the ship's life and uniquely identifies it. It also shows the ship's name and flag state at the time of its inspection.
- Company.
The company shown in the vessel's Safety Management Certificate (SMC) or if there is no SMC, then the party otherwise believed to be responsible for the safety of the ship at the time of inspection.
- Classification Society.
The list shows the Classification Society responsible for classing the ship only.
- Recognised Organisation.

Responsible for conducting the statutory surveys: and issuing statutory certificates on behalf of the Flag State

- White (WL), Grey (GL) and Black lists (BL) are issued by the Paris MoU on 01 July each year and shows the performance of flag State.

SHIPS DETAINED IN JULY 2018

Vessel Name: POSEIDON

GT: 1412

IMO: 7363217

Flag: Iceland (White list)

Company: Neptune EHF

Classification Society: NA

Recognised Organisation: NA

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: DNV-GL

Date and Place of Detention: 19th July 2018 at Hull

Summary: Ten deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
01199 – Other certificates	Other	No
01218 – Medical	Incorrect language	No
02106 – Hull damage impairing seaworthiness	Holed	Yes
07113 – Fire Pumps	Insufficient Pressure	Yes
07103 – Divisions – Decks, bulkheads and penetrations	Not as required	No
12107 – Ballast, fuel and other tanks	Not as required	Yes
07105 – Fire doors/openings in fire resisting divisions	No	
01101 – Cargo Ship Safety Equipment (including exemption)	Missing	No
01102 – Cargo Ship Safety Construction (including exemption)	Missing	No
01104 – Cargo Ship Safety Radio (including exemption)	Missing	No

This vessel was still detained on 31st July 2018

Vessel Name: ANMIRO

GT: 2461

IMO: 9434577

Flag: Antigua & Barbuda (White list)

Company: Briese Sciffahrts GMBH

Classification Society: DNV-GL

Recognised Organisation: DNV-GL

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: DNV-GL

Date and Place of Detention: 16th July 2018 at Blyth

Summary: Sixteen deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
18425 – Access/Structural fractures (Ships)	Not as required	No
99101 – Other safety in general	Other	No
99101 – Other safety in general	Other	No
11117 – Lifebuoys including provisions and disposition	Not as required	No
10109 – Lights, shapes, sound signals	Not as required	No
16101 – Security related defects	Not as required	No
07105 – Fire doors/openings in fire	Not as required	No
10106 – Compass correction log	Not as required	Yes
10138 – Bridge navigation watch alarm	Inadequate	No
05118 – Operation of GMDSS Equipment	Lack of familiarity	No
08107 – Machinery control alarms	Malfunctioning	No
07120 – Means of escape	Blocked	No
10101 – Pilot ladders and hoist/pilot transfer arrangements	Unsafe	No
99101 – Other safety in general	Other	No
18416 – Ropes and wires	Not as Required	No
15150 – ISM	Not as required	Yes

This vessel was released on 20th July 2018

Vessel Name: Johanna Helena

GT: 4842

IMO: 9372212

Flag: Antigua & Barbuda (White list)

Company: Hermann Lohman

Classification Society: DNV-GL

Recognised Organisation: DNV-GL

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: DNV-GL

Date and Place of Detention: 4th July 2018 at Liverpool

Summary: Sixteen deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
08108 – UMS – alarms	Inoperative	No
99101 – Other (SOLAS operational)	Other	No
01113 – Minimum safe manning document	Not as required	No
10111 – Charts	Expired	Yes
10111 – Charts	Missing	Yes
13101 – Operation of machinery	Lack of familiarity	No
10101 – Pilot ladders and hoist/pilot transfer arrangements	Damaged	No
04108 – Muster List	Incomplete	No
04109 – Fire drills	Lack of control	No
07110 – Fire fighting equipment and appliances	Not as required	No
07106 – Fire detection and alarm system	Missing	No
11104 – Rescue boats	Not ready for use	No
11117 – Lifebuoys incl. provision and disposition	Not properly marked	No
01308 – Records of seafarers daily hours of work or rest	Entries missing	No
15150 – ISM	Not as required	Yes

This vessel was released on 7th July 2018

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: DOUWENT

GT: 1311

IMO: 8703139

Flag: Liberia (White list)

Company: Sky Mare Navigation Co

Classification Society: IRS

Recognised Organisation: IRS

Recognised Organisation for ISM Doc: IRS

Recognised Organisation for ISM SMC: IRS

Date and Place of Detention: 26th June 2018 at Avonmouth

Summary: Six deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
02109 – Permanent means of access	Not as required	No
01201 – Certificates of master and officers	Missing	No
10127 – Voyage or passage plan	Not as required	No
01225 – Seafarers' employment agreement	Invalid	No
04109 – Fire Drills	Lack of training, lack of knowledge	No
15150 – ISM	Not as required	Yes

This vessel was released on 4th July 2018

Vessel Name: PALLAS GLORY

GT: 2611

IMO: 9318230

Flag: Malta (White list)

Company: Pallas Shipping AS

Classification Society: RINA

Recognised Organisation: RINA

Recognised Organisation for ISM Doc: RINA

Recognised Organisation for ISM SMC: RINA

Date and Place of Detention: 25th June 2018 at Ipswich

Summary: Twenty deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
01209 – Manning specified by the minimum safe manning doc	Not as required	No
04102 – Emergency fire pump and it's pipes	Inoperative	Yes

10135 – Monitoring of voyage or passage plan	Not as required	No
10106 – Compass correction log	Not as required	
01310 – Signs, indications	Not as required	No
07108 – Ready availability of fire fighting equipment	Not properly stowed	No
07105 – Fire doors/openings in fire resisting divisions	Not as required	Yes
18315 – Provisions quality and nutritional value	Not as required	No
01308 – Records of seafarers' daily hour of work or rest	Incorrect entries	No
11117 – Lifebuoys incl. provision and disposition	Not as required	No
07111 – Personal equipment for fire safety	Not as required	No
14104 – Oil filtering equipment	Not as required	No
01218 – Medical certificate	Not as required	No
07120 – Means of escape	Blocked	No
04103 – Emergency, lighting, batteries and switches	Not as required	No
09232 – Cleanliness of engine room	Insufficient	NO
10101 – Pilot ladders and hoist/pilot transfer arrangements	Damaged	No
15150 – ISM	Not as required	Yes
13105 – UMS – Ship	Inoperative	No

This vessel was released on 6th July 2018

Vessel Name: TECOIL POLARIS

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list)

Company: Tecoil Shipping Ltd

Classification Society: RMRS

Recognised Organisation: RMRS

Recognised Organisation for ISM DOC: RMRS

Recognised Organisation for ISM SMC: RMRS

Date and Place of Detention: 6th June 2018 at Immingham

Summary: Twenty-Seven deficiencies with eight grounds for detentions

Defective item	Nature of defect	Ground for Detention
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01123 – Continuous synopsis record	Entries missing	No
01218 – Medical certificate	Missing	No
01320 – Garbage record book	Incorrect	No
01308 – Record of seafarers' daily hours of work or rest	False	No
04110 – Abandon ship drill	Insufficient frequency	No
10105 – Magnetic compass	Inoperative	Yes
10128 – Navigation bridge visibility	Not as required	No
10104 – Gyro compass	Inoperative	Yes
11122 – Radio life-saving appliances	Inoperative	No
11129 – Operational readiness of lifesaving appliances	Not as required	Yes
04109 – Fire drills	Lack of communication	No
10127 – Voyage or passage plan	Not as required	Yes
10123 – International code of signals – SOLAS	Missing	No
15150 – ISM	Not as required	Yes
05110 – Facilities for reception of marine safety inform.	Not as required	No
05199 – Other (radiocommunication)	Other	No
11104 – Rescue boats	Not properly maintained	Yes
11101 – Lifeboats	Not ready for use	Yes
10101 – Pilot ladder and hoist/pilot transfer arrangements	Unsafe	No
06105 – Atmosphere testing instrument	Not properly maintained	No
07105 – Fire doors/openings in fire resisting divisions	Not as required	No
01117 – International Oil Pollution Prevention (IOPP)	Invalid	Yes
14604 – Bunker delivery note	Not as required	No
01315 – Oil record book	Not properly filled	No
02105 – Steering gear	Not properly maintained	No
02108 – Electrical installations in general	Not properly maintained	No
11134 – Operations of life saving appliances	Lack of familiarity	No

This vessel was still detained on 31st July 2018

Vessel Name: CIEN PORCIENTO (General Cargo)

GT: 106.

IMO No: 8944446.

Flag: Unregistered.

Company: Open Window Inc.

Classification Society: Unclassed.

Recognised Organisation: Not applicable.

Recognised Organisation for ISM DOC: Not applicable.

Recognised Organisation for ISM SMC: Not applicable

Date and Place of detention: 4 March 2010, Lowestoft

Summary: Thirty deficiencies including seven grounds for detention

This vessel was still detained on 30th June 2018

Notes to Editors

- The MCA is a partner in the Sea Vision UK campaign to raise awareness and understanding of the sea and maritime activities. Sea Vision promotes the importance and economic value of the sector and works to highlight the exciting range of activities and career opportunities available to young people within the UK growing maritime sector at www.seavision.org.uk
- Follow us on Twitter: @MCA_media

For further information please contact

Maritime and Coastguard Agency Press Office, on:

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Press releases and further information about the agency is available [here.](#)

[News story: Bristol pharmaceuticals startup bought for £623 million](#)

[Ziyo](#) has been bought in a £623 million deal by [Novo Nordisk](#), the biggest maker of diabetes drugs in the world.

Effective and safe management of diabetes

The company – which was spun out of the [University of Bristol](#) 4 years ago – has pioneered a synthetic molecule that binds glucose in the bloodstream more effectively in the treatment of diabetes. It comes out of 20 years of research at the university.

This molecule could eliminate the risk of hypoglycaemia, where blood sugar falls below normal levels. Hypoglycaemia is the main risk to those using

insulin therapy and can be dangerous if not treated properly, leading to seizures or coma.

With the acquisition, Novo Nordisk hopes to use the module to develop a new kind of insulin so that people with diabetes can manage their condition more safely.

It could take 10 years before the new treatment comes to market, with the £623 million deal staged based on the potential success of the treatment.

Research supported by Innovate UK and EPSRC

Ziyo was founded by Professor Anthony Davis, PHD student Dr Harry Destecroix and businessman Tom Smart.

The team has received various research and innovation support over the years to help translate their academic thinking into commercial application.

They went through the Innovation and Commercialisation of University Research (ICURe) programme, which helps university researchers explore the commercial potential of their idea, and were awarded £500,000 by Innovate UK to set up Ziyo.

Professor Davis – a supervisor at the [Engineering and Physical Sciences Research Council](#)'s Centre for Doctoral Training in Chemical Synthesis – has also been supported long-term by the council with 3 awards for his research.

Dr Harry Destecroix, Chief Executive and co-founder of Ziyo, said:

Novo Nordisk is the ideal company to maximise the potential of the Ziyo glucose binding molecules in glucose responsive insulins and diabetes applications. It brings hope of a truly groundbreaking treatment to diabetes patients.