

[News story: HMRC launches a new way to report income and expenses online](#)

HM Revenue and Customs' (HMRC) ambition for most businesses to keep records digitally and send quarterly summary updates moves a step closer with the launch of the Making Tax Digital for Business (MTDfB) pilot.

In April, HMRC will invite some customers, both businesses and their agents to sign up for a new way to report income and expenses online. At different stages of the pilot customers will help HMRC develop and improve the new service by:

- using accounting software to record their business income and expenses
- sending summary reports of their income and expenses direct from their digital records quarterly or more often if they choose
- signing up to go paperless

Based on the information they report, customers will get an estimated tax calculation.

As soon as the new service has been tested with the first group of businesses and agents, other customers will be able to join the pilot. These customers will be able to report their income and expenses for the quarter they join as well as any previous quarters.

Customers who aren't invited to take part in the pilot at the beginning won't be able to start sending quarterly reports to HMRC immediately, but they can:

- start to use accounting software to keep their records if they don't already
- check with their software supplier, or agent, that any software they use, including spreadsheets, is compatible with quarterly reporting

HMRC will publish a list of software suppliers who've developed compatible software and registered with them later in the year. Some of this software is free.

In a recent [agents blog](#) HMRC explains how it's working with tax agents to bring about this major change.

Find out more about [making tax digital for business](#).

Press release: Innovative moveable weirs now in place

The first phase of the Leeds Flood Alleviation Scheme has reached a major milestone as all three moveable weir gates have now been successfully put in place at Knostrop Weir on the River Aire.

Costing in the region of £50million, the scheme is being led by Leeds City Council in partnership with the Environment Agency.

The final stages of the work at Knostrop include the removal of the remaining cofferdam ahead of it becoming a fully operational flood defence later in May.

The three gates have been constructed as part of an innovative approach using moveable weirs, which can be lowered in flood conditions to reduce river levels and the threat of flooding. This is the first time that moveable weirs are being used in the UK for a flood defence.

The weirs can be lowered, and raised, by deflating and inflating 'bladders' fabricated from a bullet proof neoprene material under each gate, which act like giant air filled pillows.

The first of the weir gates at Knostrop Weir has already been tested. Later this month the cofferdam structure, which was installed to allow a dry working area in the river for the construction of the weir gate, will be flooded with water and the sheet piles then removed.

New fish and eel passes are also being constructed at Knostrop. The structures consist of a number of shallow trays which the fish and eels can swim and jump up, allowing them to migrate upstream. The previous stone weir was approximately three metres high and a barrier to fish and eels moving up the River Aire.

Moveable weirs are also being constructed further upstream at Crown Point in the city centre, where the installation of the first of two weir gates has been completed. Last month, reinforced concrete works were finished which meant the bladders and gates could be fixed in place prior to testing.

Now this gate has been installed and tested, the cofferdam has been flooded and the sheet piles are being removed to allow for work to begin on the final weir gate adjacent to Fearn's Island.

The Leader of Leeds City Council, Cllr Judith Blake, recently visited both sites to see first hand how the weirs will be reducing the risk of flooding to the city.

Leader of Leeds City Council Councillor Judith Blake said:

It was fascinating to see the new flood scheme up close and especially to see the amazing technology and engineering involved in putting these moveable weirs in place to control the flow of the River Aire.

It is such a simple idea but it is fantastic to see Leeds at the cutting-edge of the field using the latest technology in this way.

The value of the Leeds Flood Alleviation Scheme in terms of the reassurance it will offer residents and businesses over the coming years and decades is incalculable, so we very much look forward to seeing phase one complete later this year while we continue to make the strongest possible case for further significant measures to help protect all our communities threatened by flood-risk across the city as soon as possible.

Work on flood defence walls in the Holbeck area are also still underway. Temporary traffic management remains in place and will do so until September 2017. The traffic management has been coordinated with the Bridgewater Place wind baffle scheme in an effort to minimise disruption.

The site works for Phase 1 of the Leeds Flood Alleviation scheme commenced in January 2015 and are due to be completed this summer. It is one of the largest river flood defences in the country. When complete, it will provide an increased level of protection from flooding from the River Aire and Hol Beck for residents and businesses in the city centre. The scheme also includes defences at Woodlesford.

Further information on Phase 1 of the scheme can be found at www.leeds.gov.uk/fas.

Work on phase 2 of the project is currently underway to develop a proposal for how to increase the standard of protection in Leeds including areas such as Kirkstall and Stourton.

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News story: CMA appoints Senior Director for Case Decision Groups

In this role Philip will have overall responsibility for the operation of CDGs, which are the decision-makers, independent of the investigation team, on Competition and Markets Authority (CMA) cases under the Competition Act 1998.

He will be responsible for overseeing their approach to ensure it is rigorous, fair, consistent and efficient, and applying any lessons learned from previous cases. He will participate in, and sometimes chair, individual Case Decision Groups, and will also contribute to discussions about the CMA's approach to enforcement as the UK prepares to leave the EU.

To underpin separation of decision making, his role is operationally distinct from the CMA's enforcement directorate.

Philip sat on, and chaired, Case Decision Groups in his capacity as a CMA

Inquiry Chair prior to his term on the CMA panel expiring on 31 March 2017. He draws on his extensive experience as a competition law practitioner and academic as well as his work as a CMA panel member and Inquiry Chair.

Press release: FOREIGN FLAGGED SHIPS UNDER DETENTION IN THE UK DURING MARCH 2017

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

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 MARCH 2017

Vessel Name: JAG POOGA

GT: 28823

IMO: 9310692

Flag: India (Grey list)

Company: The Great Eastern Shipping Co Ltd

Classification Society: IRS, NKK

Recognised Organisation: IRS

Recognised Organisation for ISM Doc: IRS

Recognised Organisation for ISM SMC: IRS

Date and Place of Detention: 22nd March 2017 at Milford Haven

Summary: Twenty three deficiencies with four ground for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers' employment agreement (SEA)	Missing	Yes
01220 – Seafarers' employment agreement (SEA)	Missing	No
07105 – Fire doors/openings in fire-resisting divisions	Malfunctioning	No
01314 – SOPEP	Not updated	No
01113 – Minimum Safe Manning Document	Not properly filled	No
01133 – Civil Liability for Oil Pollution Damage Cert.	Missing	No

18103 – Medical fitness	Not as required	No
18315 – Provisions quality and nutritional value	Rotten	No
18319 – Food segregation	Not adequate	No
18313 – Cleanliness	Dirty	No
18320 – Record of inspection (food and catering)	Not as required	No
18302 – Sanitary Facilities	Damaged	No
11102 – Lifeboat inventory	Not as required	No
11129 – Operational readiness of lifesaving appliances	Not as required	No
07113 – Fire pumps and its pipes	Not as required	No
13103 – Gauges,thermometers, etc	Not properly maintained	No
07109 – Fixed fire extinguishing installation	Not as required	No
07111 – Personal equipment for fire safety	Not as required	No
04109 – Fire drills	Lack of control	Yes
04110 – Abandon ship drills	Lack of training	Yes
07109 – Fixed fire extinguishing installation	Not as required	No
15150 – ISM	Not as required	Yes
07111 – Personal equipment for fire safety	Not properly maintained	No

This vessel was released on 25th March 2017

Vessel Name: PRT KAH0

GT: 40937

IMO: 9701152

Flag: Panama (White list)

Company: First Marine Services Ltd

Classification Society: NKK

Recognised Organisation: NKK

Recognised Organisation for ISM Doc: NKK

Recognised Organisation for ISM SMC: NKK

Date and Place of Detention: 12th March 2017 at Port Talbot

Summary: Three deficiencies with three ground for detention

Defective item	Nature of defect	Ground for Detention
04114 – Emergency source of power – Emergency generator	Inoperative	Yes
10105 – Magnetic compass	Not as required	Yes
15150 – ISM	Not as required	Yes

This vessel was released on 13th March 2017

Vessel Name: BURHOY I

GT: 674

IMO: 7726897

Flag: Belize (Black list)

Company: Great Glen Shipping Co Ltd

Classification Society: INSB

Recognised Organisation: INSB

Recognised Organisation for ISM Doc: INSB

Recognised Organisation for ISM SMC: INSB

Date and Place of Detention: 7th March 2017 at Liverpool

Summary: Eighteen deficiencies with seven ground for detention

Defective item	Nature of defect	Ground for Detention
01102 – Cargo Ship Safety Construction (including exempt.)	Survey out of window	Yes
01101 – Cargo Ship Safety Equipment (including exemption)	Survey out of window	Yes
01104 – Cargo Ship Safety Radio (including exemption)	Survey out of window	Yes
01108 – Load Lines (including Exemption)	Survey out of window	Yes
03112 – Scuppers, inlets and discharges	Corroded	Yes
03104 – Cargo & other hatchways	Damaged	No
07113 – Fire pumps and its pipes	Insufficient pressure	No
18420 – Cleanliness of engine room	Not as required	No
14604 – Bunker delivery notes	Missing	No
18413 – Warning notices	Missing	No
02108 – Electrical installations in general	Unsafe	No
18302 – Sanitary Facilities	Not properly maintained	No
01124 – International Air Pollution Cert.	Survey out of window	Yes

03107 – Doors	Not properly maintained	No
11117 – Lifebuoys incl. provision and disposition	Not as required	No
10133 – Bridge operation	Lack of training	No
01313 – Booklet for bulk cargo loading/unloading/stowage	Missing	No
15150 – ISM	Not as required	Yes

This vessel was released on 10th March 2017

Vessel Name: RMS Laars

GT: 1570

IMO: 8508400

Flag: Antigua & Barbuda (White list)

Company: Rhenus Maritime Services GmbH

Classification Society: DNVGL

Recognised Organisation: DNVGL

Recognised Organisation for ISM Doc: GL

Recognised Organisation for ISM SMC: GL

Date and Place of Detention: 2nd March 2017 at Hartlepool

Summary: Ten deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
10105 – Magnetic compass	Not readable	No
10109 – Lights, shapes, sound-signals	Inoperable	No
07115 – Fire-dampers	Not as required	No
11108 – Inflatable liferafts	Expired	No
18407 – Lighting (Working spaces)	Inoperative	No
03107 – Doors	Not properly maintained	No
18421 – Guards – fencing around dangerous machinery parts	Missing equipment	No
02111 – Beams, frames, floors-corrosion	Corroded	No
11113 – Launching arrangements for rescue boats	Not as required	No
15150 – ISM	Not as required	Yes

This vessel was released on 4th March 2017

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: MALAVIYA SEVEN

GT: 3001

IMO: 9087312

Flag: India (Grey List)

Company: GOL Offshore Ltd

Classification Society: IRS

Recognised Organisation: IRS

Recognised Organisation for ISM Doc: IRS

Recognised Organisation for ISM SMC: IRS

Date and Place of Detention: 5th October 2016 at Aberdeen

Summary: Five deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
07105 – Fire doors/openings in fire resisting divisions	Not as required	Ye
07113 – Fire pumps and its pipes	Not as required	Yes
18203 – Wages	Missing	Yes
01220 – Seafarers employment agreement (SEA)	Invalid	Yes
18204 – Calculation and payment of wages	No records	Yes

This vessel was still detained on 31st March 2017

Vessel Name: SEA TRIDENT

GT: 964.

IMO No: 7393169.

Flag: PANAMA (white list)

Company:

Classification Society: Expired

Recognised Organisation: Expired

Recognised Organisation for ISM DOC:

Recognised Organisation for ISM SMC:

Date and Place of Detention: 17 June 2016, West Cowes

Summary: Seventeen deficiencies with seventeen grounds for detentions

Defective item	Nature of defect	Ground for Detention
01101 – Cargo ship safety equipment cert	Expired	Yes
01102 – Cargo Ship safety construction cert	Expired	Yes
01104 – Cargo ship safety radio cert	Expired	Yes
01108 – Loadline cert	Expired	Yes
01117 – IOPP (International Oil Pollution Prevention cert	Expired	Yes
01119 – International Sewage Pollution Prevention cert	Expired	Yes
01124 – International Air Pollution Prevention cert	Expired	Yes
01137 – Civil liability for bunker oil pollution damage cert	Expired	Yes
01199 – Other certs (Certificate of class)	Expired	Yes
01201 – Certificates for master and officers	Missing	Yes
10111 – Charts	Not updated	Yes
10116 – Publications Nautical	Not updated	Yes
11108 – Inflatable liferafts	Expired	Yes
11116 – Distress flares	Missing	Yes
07109 – Fixed fire fighting extinguishing installation	Not as required	Yes
07110 – Fire fighting equipment & appliances	Not as required	Yes
01140 – Declaration of Maritime Labour Compliance	Missing	Yes

This vessel was still detained on 31st March 2017

Vessel Name: SOUTHERN STAR

GT: 4450.

IMO No: 9212448.

Flag: COOK ISLANDS (black list)

Company: Coralot Consulting Ltd.

Classification Society: International Naval Surveys Bureau (INSB).

Recognised Organisation: INSB.

Recognised Organisation for ISM DOC: INSB.

Recognised Organisation for ISM SMC: INSB

Date and Place of Detention: 4th April 2016, Chatham, Orpington.

Summary: Six deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
01201 – Certificates for masters and officers	Invalid	Yes
15150 – ISM	Not as required	Yes
13101 – Propulsion main engine	Not as required	No
01123 – Continuous synopsis record	Missing	No
01113 – Minimum safe manning document	Not as required	No
14119 – Oil and oily mixtures from machinery spaces	Lack of familiarity	No

This vessel was still detained on 31st March 2017.

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 31st March 2017

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: +44 (0) 2380 329 401 Press releases and further information about the agency is available [here](#).