

# Collection: Demonstrating the safety of a geological disposal facility (GDF)

*Updated:* Re-ordering of content on page

This suite of documents is designated as a 'generic' safety case: it is not site-specific as no site has yet been chosen for a geological disposal facility (GDF). It sets out how a GDF can be designed, constructed and operated safely, in compliance with regulatory guidance, in a range of geological environments. This safety case underpins a process for packaging waste ready for disposal in such a facility.

This latest update brings together:

- a revised inventory for disposal
- findings from a comprehensive, ongoing research programme
- learning from facilities around the world.

This collection of documents is structured in the following way:

- The overview provides a guide to the suite of safety case documents
- There are three main safety case reports on transport, operational and environmental safety
- There are a series of individual assessments for the different safety case reports. These are split into:
  - transport safety assessment
  - operational safety assessment
  - environmental safety assessment
  - environmental and sustainability assessments
- There is a detailed specification for the disposal system
- The design of the transport system and the disposal facility are described
- Further information is provided in the associated knowledge base including specific research status reports

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## Press release: 34,000 households previously capped have moved into work

Since the introduction of the cap in April 2013, 150,000 households have had their benefits capped. Around 81,000 of these are no longer capped, with

34,000 households having moved into work.

Work and Pensions Secretary David Gauke said:

It is right that people who are out of work are faced with the same choices as those who are in work and these figures show that the benefit cap has been a real success. But behind these figures are thousands of people who are now better off in work and enjoying the benefits of a regular wage.

With record levels of employment and over three quarters of a million vacancies at any one time, even more people have the opportunity to change their lives for the better.

The benefit cap incentivises work, including part-time work, as anyone eligible for Working Tax Credit (or the equivalent under Universal Credit) is exempt.

The benefit cap is set at £20,000 a year outside London and £23,000 in Greater London to reflect higher rent costs.

Anyone working and receiving Working Tax Credit is exempt from the cap, as are households where someone receives Disability Living Allowance (DLA), Personal Independence Payment (PIP), or the support component of Employment and Support Allowance (ESA). Those claiming Carer's Allowance or Guardian's Allowance are exempt from the cap.

Media enquiries for this press release – 020 3267 5144

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## **[Research and analysis: Future of the sea: plastic pollution](#)**

This report summarises evidence on marine plastic pollution in the UK, its overseas territories and the global oceans. It explores:

- what causes plastic pollution
- how plastic pollution impacts the UK's marine life, marine industries and human health
- how plastic pollution will change in the future

It was commissioned as part of the [Foresight Future of the sea project](#).

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## [Research and analysis: Future of the sea: trends in aquaculture](#)

This report summarises the evidence for current and future trends in the UK aquaculture sector. It explores:

- the current state of the industry
- the challenges and opportunities for growth
- drivers of change including climate change, costs of production, and technological advancements
- scenarios for the future development of the sector

It was commissioned as part of the [Foresight Future of the sea project](#).

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## [Research and analysis: Future of the sea: implications from opening Arctic Sea routes](#)

*Updated:* Added a link to Dr Nathanael Melia's blogpost.

This report summarises the evidence for the projected loss of Arctic sea ice and opening of shipping routes due to climate change. It explores how these changes will make trans-Arctic shipping routes more navigable and profitable, and explores the resulting challenges and opportunities for the UK.

It was commissioned as part of the [Foresight Future of the sea project](#).

[Read Dr Nathanael Melia's blogpost about this evidence review on the Foresight Projects blog.](#)