

[Tom Brake responds to Boris' speech](#)

If this speech was supposed to offer an olive branch to Remainers, Boris must have picked up the other version.

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Author:

[Press release: Dallyn's Dairy stream 'thick with cattle dung' near Barnstaple](#)

The owners of a dairy farm have been ordered to pay £14,252 in fines and costs for polluting a stream with effluent. The case was brought by the Environment Agency.

The agency received a report of pollution in the Colam Stream near Muddiford, Barnstaple on 24 May 2016. The pollution was traced to nearby Collacott Farm where Richard Dallyn, director of Dallyn's Dairy Ltd, admitted there had been spillages the previous day.

Effluent from a dirty water lagoon had been pumped into a field channel instead of being dispersed on the land by sprayer. Described as 'thick with cattle dung,' the dirty water was then allowed to flow downhill and into the stream.

Officers also saw a slurry umbilical pipe across the stream. There were signs a 'significant discharge' of effluent had occurred. Slurry was visible on the riverbank, rocks and surrounding bushes suggesting a coupling on the pipe had failed. There was also heavy algal growth and sewage fungus in the stream that indicated a source of long term pollution was present.

Further checks revealed pollution was also coming from one of a series of settlement ponds on the farm that had overflowed and was sending poor quality water into the Colam Stream. As a precaution, the Environment Agency alerted the owners of two fish farms downstream of Collacott Farm.

A clean river capable of supporting trout and salmon would be expected to have an ammonia reading of approximately 0.25mg/litre. The ammonia level downstream of the illegal discharge was 20.2mg/litre.

More than 600 metres of the stream was affected by a 'chronic and continuing'

pollution. In places the watercourse was 'running grey' with large amount of silt and residue. Large colonies of 'blood worms', an indicator of poor water quality, also were present.

A court heard there had been a history of pollution incidents at Collacott Farm involving silage, slurry and dirty water run-off that had resulted in warning letters and a caution from the Environment Agency.

Sean McKay for the Environment Agency said: "The Environment Agency works closely with farmers to ensure that they understand their responsibilities towards the environment and that they comply with the relevant regulations.

"It will not hesitate to take action against farmers who take risks and fail to put appropriate pollution prevention measures in place."

Dallyn's Dairy Ltd was fined £6,666 and ordered to pay £7,416 costs by Barnstaple magistrates after pleading guilty to polluting the Colam Stream, an offence under the Environmental Permitting (England and Wales) Regulations. The company was also ordered to pay a victim surcharge of £170. The case was heard on January 30, 2018.

Press release: Horticulture Connect: Linking Rwanda Products to The World

The 14th and 15th February will see the launch of Horticulture Connect, a 'first of its kind' conference promoting horticultural market links between the United Kingdom, the Netherlands and Rwanda, held at Kigali Convention Center. This conference provides a strong opportunity to introduce British and Dutch investors and buyers of horticultural produce to Rwandan producers and exporters, and the event will be a starting point in creating firm trade and investment opportunities.

The British High Commission, working with Lord Dolar Amarshi Popat, the UK Prime Minister's Trade Envoy to Uganda and Rwanda, have been at the forefront of establishing an air link between the United Kingdom and Rwanda. In addition, Lord Popat has visited the country to advocate on behalf of British business interest as well as to encourage increased trade and investment between the two countries. On his most recent visit, he discussed with the Rwanda Development Board the possibility of hosting a horticulture market conference that would enable increased Rwandan exports of flowers as well as fruits and vegetables to the UK using the newly established air link.

A trusted airlink between Kigali and Amsterdam was already established in 2010 with 5 flights per week, and since April 2013, KLM serves Kigali by a daily flight, connecting Rwandan products to the European market. The Netherlands actively supports the horticulture sector in Rwanda, and through

its global auctioning system in flowers provides an enabling infrastructure for potential future exports to the UK and other European destinations. The recently developed HortInvest Program, which is financed by the Netherlands, aims to develop the horticulture value chains in Rwanda. For this event, 2 Dutch importers of horticultural produce (Van Oers United and Del Monte Foods) will visit Rwanda and meet with their potential business partners.

Establishing these types of connections is critical to growing Rwanda's exports and opening up opportunities for investors. A recent visit by the private sector players with NAEB and RwandAir to the UK New Covent Garden Market has indicated the need to further explore opportunities for developing more robust trade relations in exports of fresh produce. Rwandan horticultural exporters currently face significant market access constraints mainly due to the lack of effective connections to European markets. On this last point, the UK Department for International Development (DFID) and the Netherlands embassy in Rwanda see strong prospects for the horticulture sector's role in driving economic development. Sarah Metcalf, Head of DFID Rwanda said: "Horticulture Connect presents an exciting opportunity to engage with local and international businesses on the themes of inclusive economic growth and rural livelihoods. We also look forward to showcasing DFID programmes and partners contributing to Rwanda's growing horticulture sector, such as TMEA (Trade Mark East Africa), AFR (Access to Finance Rwanda), and FONERWA (Rwanda's national Climate Change fund)".

Hon. Gerardine Mukeshimana, the Minister of Agricultural and Animal Resources said, "The conference seeks to move beyond the conversations held before and create a business platform that provides delegates with tangible opportunities to establish relationships and engage with our local producers. It is one of the key factors in the growth of investment in agri-export sector."

Rwanda is known for offering investment opportunities and is among the region's fastest growing economies. Rwanda has been frequently on top rankings for the best place to do business and to invest in Africa, with an average GDP growth of 8% for the last decade.

End.

Notes to Editors: □ DFID Rwanda has a range of programmes supporting the agricultural sector, including a major £43m Programme of Support to Agriculture (POSA), a £23.5m Improving Market Systems for Agriculture in Rwanda (IMSAR) programme, and others important to the sector such as TMEA (Trade Mark East Africa), AFR (Access to Finance Rwanda) and FONERWA (Rwanda's national Climate Change fund). □ Further information about DFID's activity in Rwanda is available at <http://devtracker.dfid.gov.uk/countries/RW/> and <https://www.gov.uk/world/organisations/dfid-rwanda>. □ The Kingdom of the Netherlands also has a range of programmes supporting the agricultural sector in Rwanda, including a \$22M donation to the Multi Donor Trust Fund for Feeder Roads, an Integrated Water Resources Program of \$44M that will run until 2020, a Landscape Restoration Program of \$19 M that will start this year and will run for 4 years and a Horticulture Value Chain Development Program

(HortInvest) of \$20M that started recently and will run for 4 years. □ The export of horticulture products from Rwanda to the Netherlands in 2016 was worth \$625.000 (mainly cut flowers, vegetables and plant extracts), while the import was worth \$390.000 (mainly seeds).

[Bus diversions during Glamis Road closure #dundeewestend](#)



From the City Council :

PUBLIC NOTICE

**GLAMIS ROAD WILL CLOSE FROM
NINEWELLS AVENUE – BLACKNESS ROAD
ON MONDAY 19 FEBRUARY FOR 2 WEEKS.**

BUS SERVICE DIVERIONS

Service 22/73 towards Ninewells: Normal route to Blackness Road then left turn into Glamis Road – Perth Road – Ninewells Avenue – Dickson Avenue and then follow normal route.

Service 22/73 towards City Centre: Normal route to Dickson Avenue then via Ninewells Avenue – Perth Road – Glamis Road – Blackness Road and then follow normal route.

Service 23S towards Harris Academy: Normal route to Dickson Avenue then via Ninewells Avenue – Perth Road –and then follow normal route.

Service 23S towards Dryburgh: Normal route to Perth Road then via Ninewells Avenue Dickson Avenue and then follow normal route.

Service 204 towards Ninewells: Normal route to Glamis Drive then right turn into Glamis Road – Perth Road – Ninewells Avenue – Glamis Road and then follow normal route. Royal Victoria Hospital will not be served by bus services.

Service 204 towards City Centre: Normal route to Glamis Road then via

Ninewells Avenue – Perth Road, left into Glamis Road – Glamis Drive and then follow normal route. Royal Victoria Hospital will not be served by bus services.

Service X7/8 towards Perth: Normal route to Blackness Road then left via Glamis Road – Perth Road – Tom McDonald Avenue to Ninewells Hospital. Royal Victoria Hospital will not be served by bus services.

Service X7/8 towards Aberdeen: Depart Ninewells Hospital via Tom McDonald Avenue – Perth Road – Glamis Road – Blackness Road and follow normal route. Royal Victoria Hospital will not be served by bus services.

**Should you require further information please call :
Xplore Dundee – 340015 or Stagecoach – 01241 437978**

[The railways are largely nationalised](#)

It is misleading to say we can nationalise the railways and this will solve all their problems. The bulk of the assets are already nationalised through Network Rail. The state owns all the tracks, signals, most of the stations, trackside assets and the land the railway uses. The main reason for the high cost of rail fares and the high taxpayer subsidy is the high cost of providing the large infrastructure the railway requires, and maintaining and improving it.

Quite often the reasons for failures of service rest with the performance of Network Rail. The wrong kind of snow or leaves on the track, signal failure, bent rails, failure of station equipment are regular reasons why trains are late or cancelled.

The private sector part of the railway on most lines is the provision and operation of trains that use the railway. These too can lead to delays and cancellations. If you hear staff are on strike, or a train driver has failed to turn up, or the engine breaks down, that is the private sector part letting you down.

The private sector is very circumscribed now in what it can and cannot change on the railway. It has to run a timetable laid down by government. It is often unable to get train slots on the tracks to expand or vary its service. Many fares are controlled. It can change the catering and on board train offer, but does not control the arrangements for ticketing, waiting on stations and the general service provided for passengers when not on board.

Some parts of the private sector have failed to reach good agreements with their staff to ensure smooth running of the trains. Is there any reason to suppose if the workforce was nationalised it would be any easier to reach an agreement to use the Guards for customer support? Nationalised industries had

poor records when it came to employee relations. Labour's In place of strife approach when in government failed, and Labour lost in 1979 following bruising public sector strikes.

There is plenty of scope to apply new technology to the railways to improve service and raise productivity. As there is also plenty of scope to grow usage of the trains, there is no need for redundancies. The present mixed model is struggling to bring about the changes that are needed. A fully nationalised model, on the evidence of past experience, would fare even worse.