

[News story: Fine of £5,753 imposed for fisheries offences](#)

On 21 June 2017 James West, owner of the vessel Replenish and its master Stanley Ross pleaded guilty to a breach of the Fisheries Act 1981 at Bodmin Magistrates' Court.

The court heard that in May 2016 when the vessel was fishing in a Biologically Sensitive Area (BSA) in the Celtic Sea targeting nephrops, it was boarded by officers from the Royal Navy vessel HMS Tyne which was carrying out fisheries enforcement duties in the area. During a gear inspection it was found that both port and starboard net codends were within a prohibited mesh size for the BSA, contrary to Section 30(1) Fisheries Act 1982 as read with Article 5(2) of Council Regulation (EC) 494/2002. .

The vessel owner James West was fined £1,000, with £2,051.50 costs and a victim surcharge of £100.

The vessel master Stanley Ross was fined £500, with £2,051.50 costs and a victim surcharge of £50.

A spokesman for the MMO said:

“Nets used in this kind of fishery can shrink over time; as a result nets that were made in permitted mesh size range may shrink to a size that is considered damaging to juvenile fish stocks. It is the responsibility of the vessel master and owner to allow for this and ensure the gear is correct according to the fishing area the vessel is operating in.

The Replenish was fishing in a Biologically Sensitive Area and it is therefore critical to ensure the appropriate fisheries regulations are adhered to in order to protect juvenile fish. This prosecution shows that when they are not the Marine Management Organisation will take the appropriate action.”

[Decision: ABLE Marine Energy Park variation](#)

On 4 April 2017 and 10 May 2017, the MMO received requests from ABLE UK Limited to vary the deemed marine licence contained within Schedule 8 of the ABLE Marine Energy Park Order 2014. MMO's decision was to vary the deemed marine licence, effective from 23 June 2017.

During this variation the MMO imposed variations to the Deemed Marine Licence (DML) contained within Schedule 8 of the ABLE Marine Energy Park Order 2014. These changes were administrative changes.

Press release: New Chief Scientific Advisor appointed by the MMO

Professor Selina Stead of Newcastle University has been appointed Chief Scientific Advisor (CSA) to the Marine Management Organisation (MMO) it has been announced.

Prof. Stead is [Dean, Public Orator and Professor of Marine Governance and Environmental Sciences at Newcastle University](#) and has held a number of senior marine-related appointments.

She joins the MMO with a wealth of skills and experience having worked on developing innovative marine policy programmes underpinned by interdisciplinary statistical evidence. In her work at Newcastle University she combines natural and social science methods and leads international teams to tackle complex problems such as poverty in coastal areas and marine food insecurity.

Her current and recent research spans marine science and governance of coral reef ecosystems; fisheries management and piracy in East Africa, Oman, Somalia and the UK; sea cucumber biology in South Africa; seaweed aquaculture in Malaysia; community based management in Nigeria, and; marine governance of Small Island Developing States in the Caribbean, Southeast Asia, South Pacific, and the western Indian Ocean.

The post is part-time and Prof. Stead will continue working independently in her outside career to encourage sharing of the latest thinking and learning in marine science, subject to the usual conflict of interest criteria.

Professor Selina Stead, Chief Scientific Advisor to the MMO, said:

I have my dream job as a marine biologist. I have a passionate belief that seas and oceans should be accessible to all.

My career aims are to improve how and why decisions are made for sustainable marine resource management. I look forward to progressing these with the MMO.

John Tuckett, Chief Executive of the MMO, said:

I'm pleased to welcome Professor Stead to the MMO. Her wealth of knowledge and experience will be of great benefit to our ambitions for the future of marine management in UK waters and beyond.

This appointment also represents our commitment to further strengthening our links with the marine science and academic community.

Professor Stead takes up post in June 2017, succeeding Stuart Rogers, Chief Scientist and Executive Director of the Centre for Environment, Fisheries and Aquaculture Science (Cefas), who fulfilled the role from Spring 2016.

More details about Selina's background and experience are available on [the MMO's website](#).

The MMO is a non-departmental public body. It licences, regulates and plans marine activities in the seas around England so that they're carried out in a sustainable way. The MMO is required by the [Marine and Coastal Access Act 2009](#) to appoint a CSA.

[Press release: UK takes centre stage in global marine protection](#)

Environment Minister Thérèse Coffey has today set out how the UK continues to play a leading role in protecting the world's oceans and turning the tide on marine litter.

Speaking in Cork for the 25th annual meeting of the [OSPAR Commission](#) – an international convention to protect the marine environment of the north-east Atlantic – the Minister outlined how the UK is leading international efforts to tackle plastic pollution, protect marine species and habitats, and support cutting-edge marine science.

Earlier this month the UK made a number of voluntary commitments at the first-ever [United Nations Ocean Conference](#) in New York. These include joining the UN's Clean Seas campaign to reduce the use of disposable plastic by 2022, strengthening global ocean observations, and working with Overseas Territories to protect the diverse range of marine life in their waters.

Speaking at the meeting, Environment Minister Thérèse Coffey said:

The UK continues to be a global leader in protecting beaches, oceans and marine life around the world.

Our seas are critical to the future of our planet – they supply the

oxygen we breathe, absorb the carbon dioxide we produce, and provide us with a magnificent array of marine species and habitats. That's why we must act now to protect them for future generations.

The introduction of the 5p plastic bag charge was a great step forward – cutting the number of bags found on beaches by nearly half – and alongside our work to ban harmful microbeads, reduce plastic packaging, and create a series of marine protected areas, I am determined for us to remain a heavy-hitter on the marine world stage.

Today's meeting of the OSPAR Commission, jointly co-hosted by the Environment Minister and Ireland's Minister of State for Housing and Urban Renewal, Damien English, brings together 15 countries across Europe to set out ongoing work to create a network of marine protected areas and launch a new report on the status of marine species and habitats in the north-east Atlantic.

Through OSPAR, the UK and neighbouring countries have developed and are implementing a Regional Action Plan on marine litter. This covers 55 actions to address land-based and sea-based sources of litter, including education and awareness activities, marine monitoring, and removing litter that has already reached the marine environment.

At the UN Ocean Conference the [UK reiterated its continued commitment](#) to conserving and sustainably using the world's seas – one of the UN's 17 Sustainable Development Goals, which aim to tackle poverty, end hunger and protect the environment.

[News story: Lorry emissions checks to start at the roadside](#)

DVSA will be target lorry drivers and operators who try to cheat vehicle emissions. The new checks will target those who break the law and will help to improve air quality.

In May 2017, the Department for Environment, Food and Rural Affairs published a [draft plan to improve air quality by reducing nitrogen dioxide levels](#) in the UK.

This included looking at ways to reduce emissions produced by vehicles, including those used commercially. A final plan will be published by 31 July.

Fraudulent emissions readings

DVSA's enforcement staff, and their European counterparts, have found evidence that drivers and operators use emissions cheat devices to cut the cost of operating. These include:

- using devices designed to stop emissions control systems from working
- removing the diesel particulate filter or trap
- using cheap, fake emission reduction devices or diesel exhaust fluid
- using illegal engine modifications which result in excessive emissions
- removing or bypassing the exhaust gas recirculation valve

Taking action against emission cheats

DVSA enforcement officers will give the driver and operator 10 days to fix the emissions system if they find a vehicle with tampered emissions readings.

If the emissions system isn't fixed within 10 days, DVSA will issue a fine and stop the vehicle being used on the road.

DVSA enforcement staff can insist that a vehicle be taken off the road immediately if they find a driver or operator is repeatedly offending.

Working with the EU

DVSA will investigate all Great Britain operators cheating emissions and pass the findings to the Traffic Commissioners for Great Britain, who have the power to remove operator licences.

DVSA will also continue to work with our counterpart agencies across Europe, and further afield, to make sure that all offences committed by non-Great Britain hauliers are dealt with locally.

Protecting you from unsafe drivers and vehicles

DVSA Chief Executive, Gareth Llewellyn, said:

DVSA's priority is to protect you from unsafe drivers and vehicles. We are committed to taking dangerous vehicles off Britain's roads and this new initiative to target emissions fraud is a key part of that.

Anyone who flouts the law is putting other road users, and the quality of our air, at risk. We won't hesitate to take these drivers, operators and vehicles off our roads.

Transport Minister, Jesse Norman said:

I welcome this crackdown on rogue hauliers who cheat the system by

installing bogus devices which lead to increased pollution.

There has rightly been a huge public outcry against car manufacturers that have been cheating emissions standards, and the same rule should apply here too.

We all need clean air in which to live and work. That's why the government has committed more than £2 billion since 2011 to support greener transport.