

# News story: One month until UK hosts Global Ministerial Mental Health Summit

The first ever Global Ministerial Mental Health Summit will take place in London on 8 and 9 October.

Political figures, experts and policy-makers from around the world will come together at the summit with one common goal: better mental health for all.

The meeting will help countries work together to deal with stigma attached to mental health and address other issues to do with mental ill-health.

Leading voices in health and care are being asked sign a declaration committing to putting mental health on the same footing as physical health. Average global spend on mental health is just 2.8% of government health spending. In the UK that figure is around 9.5%.

Ahead of the summit, the Department of Health and Social Care (DHSC) has started a conversation about mental health. The social media campaign asks people what we need to change in how we see and treat mental health. People around the world are being invited to share their views on Twitter or Instagram using the hashtag #TheWorldNeeds.

A number of high-profile mental health campaigners, charities and celebrity ambassadors have already lent their support to the campaign and upcoming summit. Mental health charity Time to Change is set to launch a global film at the event, featuring a Hollywood A-lister.

Health and Social Care Secretary Matt Hancock said:

It is shocking that 1 in 4 people in the world will be affected by mental ill-health at somepoint in their lives and around 450 million people are currently living with a diagnosed mental ill-health condition.

For too long we have collectively failed to grasp the true magnitude of the problem. We owe it to everyone to put mental and physical health on an equal footing, to try and eradicate the apathy towards mental health once and for all. I urge policy-makers and leaders to put mental health at the front of their minds.

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## News story: Four awards in one week for Direct Rail Services

The Class 88 locomotive was described as a potential 'game-changer' in terms of electric freight train operation.

The Class 88, built by Stadler, is an electric locomotive that also boasts a powerful 750kW Caterpillar diesel engine which provides unrivalled flexibility allowing it to run on electrified and non-electrified parts of the rail network.

DRS, subsidiary of the Nuclear Decommissioning Authority, is using single Class 88 locomotives on its intermodal freight services which run daily between Daventry and Mossend.

Class 88s have also been used to operate DRS's nuclear flask services nationwide, using electric power on the West and East Coast Mainlines and diesel power for long stretches of track that aren't electrified.

The judges felt that the Class 88 has provided an excellent solution to efficient freight train operation into rail terminals. The ability to use metered electric power where available has also achieved considerable fuel cost savings.



Golborne Jn 2017 8 26 88005 0640 Daventry – Mossend Euroterminal David Clough

This latest success comes hot on the heels of the Rail Freight Group Awards on Tuesday, where DRS received the 'Business of the Year' award. This accolade is presented to the company that the judges consider to be the overall best performing business in the rail freight sector.

Chris Connelly, Chief Operating Officer for DRS, said:

The DRS team is incredibly proud of the awards it has won over the past few days.

The recognition is testament to what can be achieved through effective teamwork together with huge support from our customers and suppliers. I would like to give my personal thanks to everyone involved as we look forward to many more exciting times ahead.

Judges said that DRS is a company that has shown excellence in several key areas this year and had "demonstrated a commitment to designing and implement exactly the right services for each customer, as well as introducing a very progressive staff development structure." This had included giving office-based staff the chance to start a new career as train drivers.

Judges added:

Managing director, Debbie Francis, is at the forefront of championing the cause of rail freight in the wider business community and the role of women within the rail industry itself. The company shows an outstanding commitment to its customers, employees and the wider community.

This was not the only award on the night, DRS worked with Eddie Stobart Limited, to introduce a seasonal train in just two weeks in October 2017 to win the Customer Care Award.

DRS was also runner up in the 'Community and Environmental Responsibility' award for their efforts with the annual charity open day, sponsorship and donations fund and volunteer work in the community.

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## **[Press release: Foreign flagged ships detained in the UK during August 2018](#)**

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

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 August 2018

### Vessel Name: LUZERN

GT: 27900

IMO: 9240794

Flag: Switzerland (White list)

Company: Massoel Shipping

Classification Society: NKK

Recognised Organisation: DNV-GL

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: DNV-GL

Date and Place of Detention: 7th August 2018 at Belfast

Summary: Six deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
08416 – Ropes and wires	Damaged	No
10109 – Lights, shapes and sound signals	Damaged	No
06104 – Lashing material	Inadequate	No
07101 – Fire Protection and Structural integrity	Inadequate	No
07101 – Fire Protection and Structural integrity	Inadequate	No
15150 – ISM	Not as required	Yes

This vessel was released on 10th August 2018

### Vessel Name: VIKINGFJORD

GT: 526

IMO: 7382627

Flag: Norway (White list)

Company: Myklebushaug Management AS

Classification Society: NA

Recognised Organisation: NA

Recognised Organisation for ISM Doc: BV

Recognised Organisation for ISM SMC: Norway

Date and Place of Detention: 8th August 2018 at Grimsby

Summary: Fourteen deficiencies with Two grounds for detention

Defective item	Nature of defect	Ground for Detention
01108 – Loadline (Including exemptions)	Invalid	Yes
01214 – Endorsement of flag state	Missing	No
10111 – Charts	Missing	No
01308 – Records of seafarers' daily hours of work or rest	False	No
10111 – Charts	Missing	No
10105 – Magnetic compass	Missing	No
07199 – Other (Fire safety)	Other	No
08499 – Other (Health protection, medical care)	Not as required	No
08499 – Other (Health protection, medical care)	Not as required	No
07199 – Other (Fire safety)	Other	No
08199 – Alarms other	Other	No
07199 – Other (Fire safety)	Other	No
07199 – Other (Fire safety)	Other	No
15150 – ISM	Not as required	Yes

This vessel was released on 9th August 2018

**Vessel Name: SIEM COMMANDER**

GT: 2807

IMO: 9420150

Flag: Norway (White list)

Company: Siem Offshore AS

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: 10th August 2018 at Falmouth

Summary: Six deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
04617– Sulphur content of fuel used	Not as required	No
10615 – Fuel change over procedure	Missing	No
07115 – Fire dampers	Inoperative	Yes
11113 – Launching arrangements for rescue boats	Not properly maintained	Yes
11131 – On board training and instructions	Not as required	No
15150 – ISM	Not as required	Yes

This vessel was released on 12th August 2018

**Vessel Name: TUNGOR**

GT: 7138

IMO: 9570638

Flag: Liberia (White list)

Company: Fenco- West Ltd

Classification Society: BV

Recognised Organisation: BV

Recognised Organisation for ISM Doc: RMRS

Recognised Organisation for ISM SMC: Liberia

Date and Place of Detention: 13th August 2018 at Ellesmere Port

Summary: Ten deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
09232 – Cleanliness of the engine room	Insufficient	Yes
14607 – Quality of fuel oil	Not as required	No
13103 – Gauges, Thermometers etc	Missing	No
07106 – Fire detection and alarm system	Not as required	No
10101 – Gyro compass	Inoperative	No
18409 – Dangerous areas	Not as required	No
11105 – Rescue boat inventory	Not as required	No
07120 – Means of escape	Not as required	No
07105 – Fire doors/openings in fire – resisting divisions	Not as required	No
15150 – ISM	Not as required	Yes

This vessel was released on 23rd August 2018

**Vessel Name: H&S PRUDENCE**

GT: 1556

IMO: 9226188

Flag: Netherlands (White list)

Company: EEMS Werken

Classification Society: BV

Recognised Organisation: BV

Recognised Organisation for ISM Doc: BV

Recognised Organisation for ISM SMC: BV

Date and Place of Detention: 13th August 2018 at Immingham

Summary: Twelve deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
01315 – Oil record book	Not properly filled	No
08011 – General alarm	Malfunctioning	No
01336 – Certificate of documentary evidence of financial security for repatriation	Not as required	No
10101 – Pilot ladders hoist/pilot transfer	Missing	No
10118 – Speed and distance indicator	Missing	No
10127 – Voyage or passage plan	Not as required	No
14109 – Fire drills	Lack of knowledge	No
15150 – ISM	Not as required	Yes
01308 – Record of seafarers' daily hours or rest	False	No
18426 – Exposure to harmful levels of ambient factors	Not as required	No
16105 – Access control ship	Not as required	No
01220 – Seafarers' employment agreement (SEA)	Invalid	No

This vessel was released on 23rd August 2018

**DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS****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 August 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
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 August 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 31st August 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](http://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](#).

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## [Speech: Advancing Peace and Stability in Somalia](#)

Thank you Madam President and may I thank all three of our briefers for their very informative briefings today. But if I may, can I particularly thank Michael Keating for his work and commitment during this historic period in Somalia's state-building process, for his resilience whilst holding this

challenging and dynamic portfolio. Michael, you have been an exemplary SRS and I think the whole Council wishes you well in your future.

As Michael set out in the nearly three years he's represented the Secretary-General, there's been real progress to advance peace, stability and state-building in Somalia. But there have also been and remain significant challenges, and we have seen both in recent months. I think the biggest single positive, if we start with the positives, must surely be in the overall regional dynamic. It has been exciting, it has been inspirational to see the rapprochement brought about in the Horn of Africa in particular led by Ethiopia and Eritrea. And I want to take the opportunity to welcome to the Council the new Ambassador of Ethiopia, you're very welcome here sir. And to pay tribute, if I may, also to your predecessor who was such an influential member of this Council. I've known him for a decade. I learnt so much from him, and I count him as a friend. So I just want to welcome you and thank your predecessor for all he did for us here and for Africa in this Council.

In Somalia, I think the other positives we've seen are the agreement in principle on an electoral model and on resource sharing signed in June, and we welcome and need to see further progress to take these forward. And it's been extremely encouraging to see the strong progress on economic recovery, including efforts to tackle corruption, improve public financial management and commitments to ambitious reforms under the recently agreed third IMF program. We commend these efforts and their results and I agree very much with Michael on the economic potential of Somalia, which requires of course political commitment and courage if we're to get there.

We also warmly welcome the much needed improvement in the humanitarian situation following both the strong humanitarian response and the better than average rainfall. Recovery remains fragile. We must not be complacent and the situation is still concerning with 2.6 million internally displaced persons in urgent need of assistance.

Madam President, unfortunately though, as our briefers set out, significant challenges remain. The current political difficulties between the Federal Government and the Federal Member States urgently needs to be resolved. This is critical across all areas of state-building. A failure to resolve this challenge would seriously limit the opportunity for further progress. Cooperation between the parties is needed to meet the December timeframe for passing an electoral law, in particular to agree the final outstanding issue of constituency size; it is needed to complete the constitutional review process and to strengthen the federal system, and it is needed to take forward the vital work of Security reform so we must have cooperation.

Now onto security. Let me start by condemning in the strongest terms the attacks in Mogadishu on the 2nd and 10th of September and sending my deepest condolences to all those affected. Security reform is at a critical juncture. Implementation of the national security architecture, including integration of and support for regional forces, is vital, and faster progress is needed. The national security architecture is the critical underpinning of a successful transition to Somalia-led security. So we welcome the development of a transition plan and we pay tribute to the ongoing commitment and

sacrifices of AMISOM and the troop-contributing countries in the fight against Al-Shabab, and that was made very clear I thought by Francisco in his briefing.

It is important that the transition plan is delivered in a managed and coordinated way with close engagement from AMISOM, the Federal Member States and other partners. Support the practical requirements of transition AMISOM needs to reconfigure accordingly. And we all as international partners must play our part, and that's by coordinating the assistance we give as part of a comprehensive approach to security structures. And Michael again set out the importance of us coordinating together and ensuring we don't end up in a situation where essentially we are accidentally funding a set of different and private armies. We must bring together one army.

We must ensure the transition is sustainably financed. The United Kingdom announced in recent weeks an additional \$9 million in funding for AMISOM. I expect there will be a number of calls today around this table for predictable, sustainable funding for AMISOM, and I urge all those who make those calls to ensure that they also make similar contributions.

Madam President may I welcome here to the Security Council table and I hope to see how even more often Mrs. Mlambo-Ngcuka and I would just like to welcome very much her briefing. The rise to 73 female MPs elected to Parliament in 2016 was a significant change and really worthy of commendment. The country must build on this to support and strengthen the role of women as decision-makers and in leadership roles by strengthening the position of women, along with young people, people with disabilities, displaced people, and minority groups in the upcoming electoral law and constitutional review, I agree wholeheartedly with Phumzile that sustainable development and sustainable peace requires inclusion. And inclusion requires the inclusion particularly of women. Legislation is important to strengthen the protection for women and girls and ensure perpetrators of abuses are held to account, including for sexual and gender-based violence, and we look forward to further progress on the sexual offences bill and commend the progress made in Somaliland.

Madam President, overall, we believe that we are on the right side of the ledger in Somalia but we cannot be complacent. We must continue to work and we must work harder. I hope the remarkable and exciting progress in the Horn of Africa also has an impact in Somalia. The key is dialogue and cooperation. All Somali leaders must work together and find ways to set aside short-term interest and gain in favor of longer term stability which will be a far higher political security and economic benefit to all in Somalia. That is the only way also to ensure the continuing international support. Thank you Madam President.

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# Speech: Address by the International Trade Secretary to the British Ports Association

Thank you Lord Berkely. I am delighted to join you today – and to see so many people from across the ports and related industries here.

It demonstrates the diversity of this sector which is so important to our international trade performance and Britain's future as a great maritime nation.

Ports are a vital part of this country's economy.

Not only are they important economic entities in their own right – acting as hubs for jobs, industry and innovation across industries far broader than just the maritime sector – but they also play a vital role in facilitating imports and exports – moving 95% of our trade in goods – and in maintaining our international competitiveness as a global trading hub.

They handle almost 500 million tonnes of freight each year – an £8 billion contribution in Gross Value Added to the UK economy.

They employ more than 100,000 people, supporting families across the country.

Ports are, quite simply, Britain's gateway to the world.

And they have a brilliant future at the forefront of our global economic ambitions as Britain leaves the European Union.

We know how important it will be to preserve vital existing trading links with our current partners in the EU.

And for the first time in four decades, we will determine our own independent trade policy, able to seize the opportunity to establish new economic relationships across the globe.

Our experts in the Department for International Trade are working hard preparing for negotiations on new trade agreements with key partners including the United States, Australia and New Zealand.

We are also considering the potential of new regional partnerships such as accession to the Comprehensive and Progressive Agreement for Trans-Pacific Partnership, which would allow the UK to further establish its presence in the world's fastest growing regions.

Boosting our international trade will bring jobs and prosperity to not only the places where goods are loaded and unloaded, but to the wider economy too.

And to make sure this happens it is vital that our ports can match the best

facilities in the world and adapt to new trends and technologies.

I know that you have invested significantly to improve capacity and capabilities and will continue to do so.

But this is only one piece of the puzzle – the cost of exports and imports is also influenced by the effectiveness of inland transport networks.

That is why I was pleased to see the Department for Transport publish a study of port connectivity earlier this year.

This study firmly made the case for investment in effective freight transport links as an enabler of economic growth and trade and that this should be a default factor in infrastructure investment decisions.

It was also a timely reminder of the importance of the ports and maritime sector in our fortunes.

And I look forward to taking discussions with the sector forward as the Government develops its five-year maritime strategy.

But for now, I'd like to thank Richard Ballantyne for supporting the Ports for International Trade Campaign. The BPA is a founding member and has been integral to its development.

This campaign will promote the essential point I referred to earlier – that ports play a vital role in our international trade as the gateway to the UK, facilitating and promoting our vibrant export sectors.

And it will make the case for the huge opportunities that are out there – not just to port towns and cities, but to all regions of the UK to grow high quality jobs and improve living standards.

This is a very important mission. We think it is essential to work with industry to make this case clearly to the public.

Because Government can't do this alone. It will be your efforts in the ports industry that will be vital to its success. I know that some of you have already given your support to the campaign, and we're hoping others amongst you will join in the days ahead.

And I am looking forward to speaking at its official launch event in October.

I understand invitations are on their way – so if you can bear listening to me again I hope you will attend!