

Press release: UKEF supports delivery of Rolls-Royce-powered aircraft to EL AL

The announcement comes days after the government launches its [Export Strategy](#), setting out how the government will support businesses of all sizes to make the most of the opportunities presented by markets around the world.

International Trade Secretary, Dr Liam Fox, said:

The aerospace industry is a major driver of the UK economy and I am delighted that as we launch the government's Export Strategy, UK Export Finance (UKEF) is backing this significant contract, which will support the continued international success of Rolls-Royce.

This delivery is part of Rolls-Royce's contract to supply engines for 16 Boeing 787 Dreamliner aircraft for EL AL Israel Airlines – the largest single export deal the UK has had with Israel, and a marker of the strength of the trade relationship between the two countries.

British goods remain in global demand – this is the first time that UKEF has supported an aircraft delivery to EL AL and clearly shows the value of support from the UK's award-winning export credit agency to the UK's aerospace engineering sector.

UKEF has provided EL AL Israel Airlines with export credit support to finance the sale of a Rolls-Royce-powered Boeing 787 aircraft. This is the sixth aircraft to be delivered of a fleet of 16 Dreamliners with Rolls-Royce engines.

Dganit Palti, CFO, EL AL Israel Airlines said:

We are very delighted with the delivery of the sixth Boeing 787 Aircraft. The transaction was financed by Citibank and supported by UKEF. On the special event of Israel's 70th independence and the company's 70th anniversary, the aircraft's retro livery commemorates the 70 years of EL AL's performance as Israel's leading Airline.

We are delighted that the UK government has chosen to support this financing as it showcases the continuing strong relationship between our two countries.

Dominic Horwood, Chief Customer Officer for Civil Aerospace at Rolls-Royce,

said:

The UK Government's support, through UK Export Finance, has played an important role in supporting this delivery for Rolls-Royce.

Citi's Managing Director, Munawar Noorani, said:

UKEF has been at the forefront of supporting exports in innovative ways. Citi has a long-standing relationship with EL AL and we are delighted to have been selected by them for their first ever financing through UK Export Finance.

Extension of the programme is under consideration, with further support for future deliveries of Rolls-Royce-powered Boeing aircraft to EL AL.

Background

1. [UK Export Finance](#) is the UK's export credit agency and a government department, working alongside the Department for International Trade as an integral part of its strategy and operations.
2. It exists to ensure that no viable UK export should fail for want of finance or insurance from the private market. It provides finance and insurance to help exporters win, fulfil and ensure they get paid for export contracts.
3. Sectors in which UKEF has supported exports include: aerospace, construction, oil and gas, mining and metals, petrochemicals, telecommunications, and transport.
4. UKEF has a regional network of 24 [export finance managers](#) supporting export businesses.
5. Find UKEF's latest [country cover positions](#).
6. UKEF supports exporters with a range of products that include:
 - Bond insurance policy
 - Bond support scheme
 - Buyer & supplier credit financing facility
 - Direct lending facility
 - Export insurance policy
 - Export refinancing facility

- Export working capital scheme
- Letter of credit guarantee scheme

Rolls-Royce

Rolls-Royce powered the very first Boeing 787 test flight in December 2009, the first 787-8 to enter service in October 2011, and the first 787-9 to enter service, in 2014. Rolls-Royce is the only engine manufacturer on the 787 to be supported by UKEF.

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[Press release: UK calls on the international community to prioritise long-term support for the Rohingya people on the anniversary of the crisis](#)

UK calls on the international community to prioritise long-term support for the Rohingya people on the anniversary of the crisis

One year on from the devastating man-made crisis which saw the mass exodus of 700,000 persecuted Rohingya men, women and children fleeing Burma to Bangladesh, the UK is calling on the international community to provide long-term support to keep the Rohingya people safe in the years to come, both in Bangladesh and in Burma.

This time last year the watching world looked on at the scale and speed of this forced movement of people which triggered one of the largest international aid responses in 2017. The UK has been at the forefront of that response and has contributed £129 million to support the displaced Rohingya since 25 August 2017.

The Government and people of Bangladesh have also shown enormous generosity in opening their borders and providing a safe haven for those fleeing violence.

Now the focus is on making sure that the Rohingya people have access to further support while they are living in the camps. UK aid will provide immediate access to learning opportunities in a safe environment for Rohingya children and also local children living in communities near to the camps, as well as providing skills training to improve the livelihoods for Rohingya men and women, better equipping them for the future.

International Development Secretary Penny Mordaunt said:

“The roots of this crisis go back decades, but 12 months ago we saw an unprecedented campaign of terror by the Burmese military, resulting in 700,000 people fleeing across the border into Bangladesh.

“There is no doubt that this is a protracted crisis and the British public have enabled hundreds of thousands of lives to be saved through their taxes, and through huge sums raised in voluntary donations. I want to thank all who have stepped up and donated or worked to bring hope to so many.

“It is clear what the international community must now do, and what Burma must do. These people need their lives back and their rights guaranteed.

“On this anniversary of such barbarism we should recommit ourselves to ensuring that Burma cooperates with the asks of the international community and that nations work to meet to needs of these vulnerable people.”

To date UK aid has provided life-saving food, water, shelter and medication to almost a million Rohingya who now live within the camps in Bangladesh.

Our support:

- Helps traumatised children be reunited with their parents;
- Provides counselling for sexual violence survivors and makes sure the most vulnerable in the camps are protected from people traffickers;
- Has helped build sturdy, protected shelters during the rainy season. The monsoon and cyclone season is expected to last until November and UK aid will ensure that 10,000 upgraded shelter kits, 90,000 tarpaulins and ropes, 100,000 blankets and 100,000 floor mats are accessible and can be immediately provided to those in need.

The UK will continue to help all vulnerable communities remaining in Rakhine State, including 600,000 Rohingya. Our humanitarian work and support to education, nutrition, livelihoods and health are designed to address inequalities between different groups and promote progress on the recommendations put forward by the Kofi Annan led Rakhine Advisory Commission.

We continue to press for the conditions to be put in place for the Rohingya to be able to return voluntarily, safely and with dignity to their homes. Such conditions do not yet exist and any returns process will take considerable time.

UK aid, the crisis in twelve months:

August: Reports of violence and cross border movements triggered our preparations for a rising number of arrivals in Bangladesh.

September: The UK stepped up its existing assistance in the camps and provided £30 million in extra funding which helped to provide food, water and shelter for the new influx of people. In Burma, following the events of the 25 August 2017, DFID funded the distribution of clean water and food and the provision of healthcare services to affected communities.

October: The Disaster Emergency Committee (DEC) launched its appeal. DFID announced it would match donations pound for pound up to £5million. In the same month we also pledged a further £12 million of humanitarian assistance at the landmark UN pledging conference.

November: International Development Secretary Penny Mordaunt visited the Cox's Bazar camps where she witnessed first-hand how UK aid was having an impact on the ground. She also announced an additional £12 million in support for additional food and to increase access to psychosocial support and counselling for victims of sexual and gender based violence.

December: Following the outbreak of diphtheria in the camps, the UK aid funded Emergency Medical Team (EMT), made up of the UK's top medical professionals, was deployed in the days after Christmas to help stem the spread of this deadly disease.

January: The BBC ran a full day of live radio and TV coverage from Cox's Bazar and announced the UK was playing a significant role in halting the spread of diphtheria within the camps by vaccinating 350,000 children between the ages of six months and 15 years.

February: After six weeks in the camps the EMT returned home having triaged more than 3,000 people and treated almost 500 people for diphtheria. Had it not been for British help, many people could have died. An important part of their legacy was training local Bangladeshi medical professionals in disease prevention.

March: The International Development Committee visited the camps and witnessed how UK aid was saving lives.

April: The Evening Standard reported on the number of babies that were due to be born in the midst of the monsoon and cyclone season. In an interview with the paper the International Development Secretary highlighted how more than 16,000 births were imminent and set out how UK aid was helping to train midwives.

May: Ahead of the looming monsoon and cyclone season the UK announced continued support to the Rohingya people. The additional £70 million support package is destined to provide immediate support in the form of shelter, food and medication, and longer-term support in the form of livelihood opportunities.

June: UK support helped with the important process of shelter preparations before the looming rains began. New shelters were built and existing shelters strengthened.

July: A flurry of activity in this month saw the final repairs to roads and pathways in the camps. UK support provided to undertake this task will ensure that vital food, medicine and water can get through into the camps if there is significant flooding. July also saw a meeting between the International Development Secretary and UNHCR Goodwill Ambassador Cate Blanchett, where they discussed how UK aid is saving lives and what more needs to be done to ensure that the Rohingya people are cared for.

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[Press release: Foreign flagged ships detained in the UK during July 2018](#) **[Revision 2](#)**

Updated: Revision 2 of the July press release

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

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 JULY 2018

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 July 2018

Vessel Name: ANMIRO

GT: 2461

IMO: 9434577

Flag: Antigua & Barbuda (White list)

Company: Briese Sciffahrts GMBH

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: 16th July 2018 at Blyth

Summary: Sixteen deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
18425 – Access/Structural fractures (Ships)	Not as required	No
99101 – Other safety in general	Other	No
99101 – Other safety in general	Other	No
11117 – Lifebuoys including provisions and disposition	Not as required	No
10109 – Lights, shapes, sound signals	Not as required	No
16101 – Security related defects	Not as required	No
07105 – Fire doors/openings in fire	Not as required	No
10106 – Compass correction log	Not as required	Yes
10138 – Bridge navigation watch alarm	Inadequate	No
05118 – Operation of GMDSS Equipment	Lack of familiarity	No
08107 – Machinery control alarms	Malfunctioning	No
07120 – Means of escape	Blocked	No
10101 – Pilot ladders and hoist/pilot transfer arrangements	Unsafe	No
99101 – Other safety in general	Other	No
18416 – Ropes and wires	Not as Required	No
15150 – ISM	Not as required	Yes

This vessel was released on 20th July 2018

Vessel Name: Johanna Helena

GT: 4842

IMO: 9372212

Flag: Antigua & Barbuda (White list)

Company: Hermann Lohman

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: 4th July 2018 at Liverpool

Summary: Sixteen deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
08108 – UMS – alarms	Inoperative	No
99101 – Other (SOLAS operational)	Other	No
01113 – Minimum safe manning document	Not as required	No

10111 – Charts	Expired	Yes
10111 – Charts	Missing	Yes
13101 – Operation of machinery	Lack of familiarity	No
10101 – Pilot ladders and hoist/pilot transfer arrangements	Damaged	No
04108 – Muster List	Incomplete	No
04109 – Fire drills	Lack of control	No
07110 – Fire fighting equipment and appliances	Not as required	No
07106 – Fire detection and alarm system	Missing	No
11104 – Rescue boats	Not ready for use	No
11117 – Lifebuoys incl. provision and disposition	Not properly marked	No
01308 – Records of seafarers daily hours of work or rest	Entries missing	No
15150 – ISM	Not as required	Yes

This vessel was released on 7th July 2018

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: DOUWENT

GT: 1311

IMO: 8703139

Flag: Liberia (White list)

Company: Sky Mare Navigation Co

Classification Society: IRS

Recognised Organisation: IRS

Recognised Organisation for ISM Doc: IRS

Recognised Organisation for ISM SMC: IRS

Date and Place of Detention: 26th June 2018 at Avonmouth

Summary: Six deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
02109 – Permanent means of access	Not as required	No
01201 – Certificates of master and officers	Missing	No
10127 – Voyage or passage plan	Not as required	No
01225 – Seafarers' employment agreement	Invalid	No

04109 – Fire Drills	Lack of training, lack of knowledge	No
15150 – ISM	Not as required	Yes

This vessel was released on 4th July 2018

Vessel Name: PALLAS GLORY

GT: 2611

IMO: 9318230

Flag: Malta (White list)

Company: Pallas Shipping AS

Classification Society: RINA

Recognised Organisation: RINA

Recognised Organisation for ISM Doc: RINA

Recognised Organisation for ISM SMC: RINA

Date and Place of Detention: 25th June 2018 at Ipswich

Summary: Twenty deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
01209 – Manning specified by the minimum safe manning doc	Not as required	No
04102 – Emergency fire pump and it's pipes	Inoperative	Yes
10135 – Monitoring of voyage or passage plan	Not as required	No
10106 – Compass correction log	Not as required	
01310 – Signs, indications	Not as required	No
07108 – Ready availability of fire fighting equipment	Not properly stowed	No
07105 – Fire doors/openings in fire resisting divisions	Not as required	Yes
18315 – Provisions quality and nutritional value	Not as required	No
01308 – Records of seafarers' daily hour of work or rest	Incorrect entries	No
11117 – Lifebuoys incl. provision and disposition	Not as required	No
07111 – Personal equipment for fire safety	Not as required	No
14104 – Oil filtering equipment	Not as required	No
01218 – Medical certificate	Not as required	No
07120 – Means of escape	Blocked	No

04103 – Emergency, lighting, batteries and switches	Not as required	No
09232 – Cleanliness of engine room	Insufficient	NO
10101 – Pilot ladders and hoist/pilot transfer arrangements	Damaged	No
15150 – ISM	Not as required	Yes
13105 – UMS – Ship	Inoperative	No

This vessel was released on 6th July 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 July 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 30th June 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

- 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](#).

Press release: Jail for man who violently robbed victim in Norwich home

A man who drunkenly robbed a victim in his home, threatening him with a kitchen knife, has had his sentence increased after it was referred to the Court of Appeal for being too low.

On 8 May 2017, Daniel Rushworth, 45, threatened to stab and ‘slice up’ the victim in his home with a large kitchen knife, holding it to his throat and hitting him over the head with its handle, breaking it.

Rushworth and another man, who were drunk at the time, stole the victim’s mobile phone and tablet computer before demanding he give them money. The victim agreed to take them to the bank and, on the way, fortunately managed to escape and report the offence at the police station.

In June, Rushworth was sentenced at Norwich Crown Court, where he received 2 years imprisonment suspended for 2 years. He was also required to undertake alcohol treatment and drug rehabilitation, as well as supervision. Today, after the hearing, the Court of Appeal sentenced him to 4 years 5 months immediate imprisonment.

Speaking after the hearing, Attorney General Geoffrey Cox QC MP said:

“Rushworth’s threatening and aggressive actions caused his victim both physical and emotional harm. I am satisfied that justice has now been done and seen to be done by those who have suffered at his hands.”

News story: The Ivory Bill: A Huge Tusk

Government Legal Department (GLD) lawyers have been providing crucial legal advice to the Government, helping bring about legislation for one of the toughest bans on ivory sales in the world.

The GLD legal team, based in Defra, have worked very quickly to progress the Bill. It was introduced on 23 May and it has already completed its stages in the House of Commons, and will be debated further in the House of Lords after summer recess.

The Bill concerns dealing in elephant ivory (including buying, selling and hiring) which, when passed will be an offence punishable by a custodial sentence of up to five years and/or an unlimited fine, or a civil penalty of up to £250,000.

The Ivory Bill follows the result of a consultation which concluded in December 2017, for which more than 70,000 people and organisations responded. Over 88% of responses were in favour of bringing in legislation to ban ivory sales in the UK.

Defra legal advisor Jane Beeko who led on the Bill said:

Since joining Defra last year, I've been fortunate to have had a mixed portfolio, which means I've worked on a variety of interesting pieces of work. This has included advising on the Aarhus Convention which concerns access to environmental information, public participation in environmental decision making and access to justice in respect of environmental matters; the Convention on International Trade in Endangered Species of Wild Fauna and Flora and the EU Timber Regulations.

Working on the Ivory Bill has been a fantastic experience. It took real team-work to get this Bill through to its current stage, and I feel very proud to work as part of a team producing the legal framework for such land-mark legislation.

Under the proposed legislation, dealing in an ivory item is prohibited under the Bill unless the items fall under one of the following exemptions:

- Pre-1918 item of outstanding artistic value or importance
- Pre-1918 portrait miniature
- Items with a small amount of ivory (less than 10%) and made before 1947
- Musical instruments with less than 20% ivory made before 1947
- Dealings to and between accredited museums

The Bill will continue its path through Parliament in September and if it

faces no opposition could come into effect next year.