

£10 million Cézanne painting at risk of leaving UK

- Export bar is to allow time for a UK gallery or institution to acquire the painting
- Worth £10 million, the work was once part of the most important collection of impressionist and post-impressionist paintings in the UK

Paul Cézanne's *Ferme Normande, Été (Hattenville)* 1882 is at risk of leaving the country unless a UK buyer comes forward to save the work for the nation.

It was acquired by Samuel Courtauld in 1937 and once formed part of the most important collection of impressionist and post-impressionist art in the UK, The Samuel Courtauld Collection, which played a critical role in the reception of international modern art in the UK.

Ferme Normande, Été (Hattenville) is one of four depictions of a site in Normandy which was particularly important to Cézanne due to its acquisition by his first major patron Victor Chocquet. It is a small, simple and sublime landscape which is an early example of the artist's so-called 'constructed brushstroke'.

Arts Minister Lord Parkinson of Whitley Bay said:

Paul Cézanne was one of the most important post-impressionist painters and influenced the likes of Matisse and Picasso. This stunning work marks an important moment in his career as his style and use of brushstroke developed in a new direction. I hope a UK buyer comes forward so it can be enjoyed by everyone for years to come.

The minister's decision follows the advice of the [Reviewing Committee on the Export of Works of Art and Objects of Cultural Interest](#). The committee agreed that it is a fascinating painting with an interesting historic connection to Samuel Courtauld's collection. The painting is also significant in showing a transitional moment in Cézanne's career, with a use of brushstroke and shifting light that display the artist's developing style.

Committee Member Christopher Baker said:

"Paul Cézanne's (1839-1906) status as a bridge between the traditions of 19th-century painting and modernism is unrivalled. In his delightful 'Farm in Normandy, Summer (Hattenville)' the artist employed intense, free brushstrokes to evoke the dappled light, shadows and myriad green hues of trees and a meadow, anticipating later, key developments in his artistic evolution, when the abstract structures underpinning nature were gradually given greater prominence. The picture is also significant in the context of the artist's career, as the farm depicted was acquired in the year Cézanne

painted it by Victor Chocquet (1821-1891), his first important patron and a key champion of impressionism.

“In addition to these themes, it forms part of the very important story of British taste for international art in the 20th century. Cézanne’s landscape was purchased in 1937 by Samuel Courtauld (1876-1947), as the last of a remarkable group of twelve paintings by the artist Courtauld acquired: he played a seminal role in establishing an enthusiasm for impressionist and post-impressionist painting in Britain both through his own collecting and generous funding of major pictures secured for the National Gallery in the 1920s.

“Because of its beauty, significance in the artist’s career, and role in the wider appreciation of such artistic achievements, it would be a profound misfortune if this beguiling work could not be retained in this country.”

The committee made its recommendation on the grounds that the painting met all three of the Waverley criteria: being closely connected with our history and national life; of outstanding aesthetic importance; and of outstanding significance for the study of the development of Cézanne’s artistic style, as well as impressionist collections in the UK.

The decision on the export licence application for the paintings will be deferred for a period ending on Sunday 31 July inclusive. At the end of the first deferral period owners will have a consideration period of 15 Business Days to consider any offer(s) to purchase the pair of paintings at the recommended price of £10 million. The second deferral period will commence following the signing of an Option Agreement and will last for six months.

Offers from public bodies for less than the recommended price through the private treaty sale arrangements, where appropriate, may also be considered by the minister. Such purchases frequently offer substantial financial benefit to a public institution wishing to acquire the item.

ENDS

Notes to editors

1. Organisations or individuals interested in purchasing the pair of paintings should contact the RCEWA on 0845 300 6200.
2. Details of the paintings are as follows: Paul Cézanne (1839-1906) Farm in Normandy, Summer (Hattenville), (Ferme Normande, Été (Hattenville)) Oil on canvas, 49.5 x 65.7 cm. Unsigned Painted around 1882 Private Collection
3. Provenance: Victor Chocquet. Paris Mme veuve Chocquet (née Marie Buisson), 1891 Galerie Georges Petit, Paris, Chocquet Collection sale, 1 – 4 July, 1899, no. 11 (as L’Été) Alexandre Rosenberg, Paris Galerie Bernheim-Jeune, Paris Auguste Pellerin, Paris (15 January 1900) Ambroise Vollard, Paris Galerie Etienne Bignou, Paris Alex Reid & Lefèvre, London Samuel Courtauld, purchased from the above, June 1937 for £2,500 Bequeathed to Christabel McLaren, Lady Aberconway, 1947 Thence by descent On loan to the Courtauld Gallery, London (L.P.1997.XX.13)

4. The Reviewing Committee on the Export of Works of Art and Objects of Cultural Interest is an independent body, serviced by Arts Council England (ACE), which advises the Secretary of State for Digital, Culture, Media and Sport on whether a cultural object, intended for export, is of national importance under specified criteria.
 5. [Arts Council England](#) is the national development agency for creativity and culture. Its strategic vision in [Let's Create](#) is that, by 2030, England should be a country in which the creativity of everyone is valued and given the chance to flourish and where everyone has access to a remarkable range of high-quality cultural experiences. ACE invests public money from the government and the National Lottery to support the sector and deliver the vision. Following the [Covid-19 crisis](#), ACE developed a £160 million Emergency Response Package, with nearly 90 per cent coming from the National Lottery, for organisations and individuals needing support. It is also one of the bodies administering the government's unprecedented £1.96 billion Culture Recovery Fund.
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['Whole-system' approach to tackling violent crime is working](#)

Violence Reduction Units and 'hotspot policing' initiatives prevented 49,000 violent offences across England and Wales, the government reveals today, as it sets out an ambitious funding programme to build on efforts tackling serious violence.

Set up in 2019, Violence Reduction Units are a pioneering initiative established in 18 areas across England and Wales, bringing together local partners in policing, education, health, and local government, to share information in order to identify vulnerable children and adults at risk, helping steer them away from a life of crime and violence.

Initiatives include "Weapons Down Gloves Up" in Merseyside that improve the life chances of young people out of education or work, engaging them through the discipline of boxing. They partner with a civil engineering company to help these young people gain qualifications in civil engineering. In just six months, 38 young people have received Construction Skills Certification Scheme qualifications and 23 have started full-time employment.

While in Greater Manchester, a dedicated team of 'Navigators' work across A&E departments and with Northwest Ambulance Service and local communities, to help young people recover after their experience of violence and prevent it happening again.

Figures published in an evaluation of these Violence Reduction Units' first 18 months of operation demonstrate the impacts they are having up and down the country, changing lives and reducing violent crime.

Areas that have rolled out Violence Reduction Units and intensive police patrols in violence hotspots saw 8,000 fewer incidents of violence leading to injury and 41,000 fewer incidents without injury, compared with areas that didn't. This has resulted in an estimated £385 million avoided in associated costs for victims and society.

Home Secretary, Priti Patel, said:

While we will never let up our relentless pursuit to see the worst criminals thrown behind bars, it is quite clear there are many factors that can lead a vulnerable person into a life of seemingly inescapable violence.

If we are to succeed in our mission to level up the country, we must do more to reach those at risk of violence early on to break the cycle of crime.

Our Beating Crime Plan is delivering 20,000 more police officers to our streets and galvanising all parts of the public sector to collaborate to tackle serious violence. This very approach lies at the heart of our Violence Reduction Units and as set out today, we're seeing some extremely encouraging signs of progress.

While the number of hospital admissions caused by sharp objects among under 25s was 19% lower last year than in 2019, we know there is more to do. Spearheading a twin-track approach that combines tough policing with early intervention and prevention, the government will inject £130 million in 2022/23 to further drive down the most devastating types of crime – including knife crime, gun crime and homicide.

Today's funding package includes:

- an additional £64 million for Violence Reduction Units, supporting the existing 18 and enabling two new units to be established in Cleveland and Humberside
- an additional £30 million into the 'Grip' police enforcement programme
- supporting the implementation of the new Serious Violence Duty and Serious Violence Reduction Orders, being brought into law via the Police, Crime, Sentencing and Courts Bill

The government has also confirmed that the now 20 Violence Reduction Units across England and Wales will have a guarantee of funding for the next three years. This will ensure they are given the time and resource to see their central mission of reducing the most serious types of violence come to fruition.

The Grip programme, or 'hotspot policing', involves police forces operating regular, intensive, high-visibility police foot patrols for short periods of time within specific areas where data analysis shows there is a risk of serious violence. When first piloted in Southend-on-Sea in 2020, the tactic resulted in a 73% drop in violent crime and 31% fall in street crime in the

20 highest crime hot spots on days when patrols visited, compared with days they did not.

The government is also introducing a new Serious Violence Duty, which will require police, local government, justice and health bodies, by law, to collaborate locally, so that they can develop more holistic strategies to protect people from harm.

The Police, Crime, Sentencing and Courts Bill will bring in new powers for the police to proactively search those who we know have previously carried a knife. Serious Violence Reduction Orders will steer more offenders away from a life of crime, while ensuring that if they persist, they are more likely to be caught and more lives will potentially be saved – which is what ‘stop and search’ is all about.

Today’s funding package works in tandem with central and local efforts to deliver on our strategy for tackling violence against women and girls, which was shaped by over 180,000 responses from the expertise of charities, academics and frontline professionals.

The Association of Police and Crime Commissioners’ Serious Violence Joint Leads, Simon Foster PCC and Steve Turner PCC said:

Police and Crime Commissioners have long been advocating for a multi-year funding package for Violence Reduction Units, which are bringing partners together to reduce serious violence. We support a public health approach and this settlement will allow for sustained investment in preventative programmes and early intervention initiatives to help keep our communities safe.

Case study – Merseyside

Funded by the Merseyside Violence Reduction Partnership, Weapons Down Gloves Up is an initiative that aims to improve the life chances of young people out of education or work, by engaging them through the discipline of boxing and moving them on to career prospects in civil engineering.

Weapons Down Gloves Up partners with DT Hughes Civil Engineering and Site Safe, and in just six months has helped 38 young people at risk of violence receive Construction Skills Certification Scheme qualifications and 23 have started full-time employment.

Danny was 17, spending time on the streets and involved in drugs and weapon crime, when he found out about the Weapons Down Gloves Up project. He thought it was too good to be true. But, after some setbacks, Danny said “what the young community needs to do is sacrifice 7 weeks and show pure determination to end up like myself, who left this course with 6 qualifications and a lifetime job opportunity that will be able to support my future family well into the future.”

Case study – Greater Manchester

Commissioned by Greater Manchester's Violence Reduction Unit, a dedicated team of 'Navigators' work across A&E departments and with Northwest Ambulance Service and local communities, to help young people recover after their experience of violence and prevent it happening again.

Emily* was referred to a Navigator after ending up in hospital at the hands of an abusive partner. The Navigator supported her to access a domestic violence service who were able to place her in a refuge, offer emotional support to Emily and her family and provide assistance in engaging with the police investigation.

Emily said that the Navigator had "helped me trust the authorities so I could get help. She has saved my life. I can't believe there is a service out there like this."

To date, over 300 young people have been referred to the Navigator Project for help.

*Emily is a fake name used to ensure anonymity for the victim.

[Rotorway Executive 162F, G-JDHN Anniversary Statement](#)

News story

Loud noise from the engine, autorotation, rollover on touchdown near Ledbury, Herefordshire on 2 April 2021.



This statement provides an update on the ongoing AAIB investigation into an accident involving Rotorway Executive 162F, G-JDHN, near Ledbury, Herefordshire, on 2 April 2021.

The helicopter was in the cruise when the pilot heard a loud “bang”, which caused the aircraft to react in a way that the pilot did not understand. He commenced an autorotation and touched down in a field, but just before the helicopter stopped the left skid caught on uneven ground and the helicopter rolled onto its side. Both occupants vacated the helicopter having suffered minor injuries.

The investigation has identified small defects on the sealing of an exhaust valve which may have led to unburnt fuel igniting in the exhaust system. The final report into the accident is expected to be published in June 2022.

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[Stafford, Crewe and Warrington overspeeding incidents](#)

News story

Preliminary examination into three overspeeding incidents at Stafford, Crewe and Warrington on 21 February 2022.



The west coast main line, Crewe

Three overspeeding incidents occurred on Monday 21 February involving blanket emergency speed restrictions (BESRs) that had been imposed on Network Rail managed infrastructure in north west England and Scotland on Sunday 20 February and Monday 21 February (during storm Franklin). After becoming aware of these incidents, RAIB gathered evidence from the railway industry and carried out a preliminary examination into the circumstances in which they occurred.

The two BESRs relevant to these incidents were:

- The North West 50 mph BESR which covered the whole of Network Rail's North West route, other than the section of the west coast main line between Penrith and Cove level crossing. This was notified to the train and freight operating companies at 11:49 hrs on Sunday 20 February by Network Rail and was in place between 00:01 hrs and 10:00 hrs on Monday 21 February.
- The Scotland 40 mph BESR which covered the section of Network Rail's Glasgow South Western line from Kilmarnock station to the route boundary. This was notified to the train and freight operating companies at 23:35 hrs on Sunday 20 February and was in place between 23:35 hrs on Sunday 20 February and 09:00 hrs on Monday 21 February.

The key features of the three incidents are summarised below:

1. At approximately 02:53 hrs on 21 February, train 1M11, the 23:15 hrs Caledonian sleeper from Glasgow Central to Euston, was observed by the signaller at Carlisle passing Harrison's sidings (approximately 10 miles south of Penrith) at 67 mph while the North West 50 mph BESR was in place. GBRf, who supplied the locomotive and driver, had previously acknowledged receiving the BESR. The driver involved booked on remotely and didn't receive information about the BESR on the NW route (although he was informed by GSM-R of all relevant BESRs that had been imposed in Scotland). This meant that the driver was therefore unaware of the BESR when the overspeed took place.
2. At approximately 07:44 hrs on 21 February, the driver of train 1S36, the 06:15 hrs Avanti West Coast service from Birmingham New Street to Edinburgh, was examining the line at Dallam (just north of Warrington) following a report of plastic sheeting on the overhead line equipment. While this was taking place, the Avanti West Coast controller asked the train manager if the driver was aware of the North West 50 mph BESR in force at the time. The driver confirmed that he was not. The train had previously reached speeds of up to 125 mph throughout its journey from Wolverhampton to Warrington. Avanti West Coast had used its late notice procedure to inform drivers of the BESR when they booked on for duty. However, the late notice received by the driver only showed one BESR in England, covering the route from Penrith to Cove Level crossing. This was the converse of the actual BESR that Network Rail had imposed, which included the whole of the west coast main line in the NW route except for Penrith to Cove Level crossing. This again meant that the driver was unaware of the BESR when the overspeed took place.
3. At approximately 09:03 hrs on 21 February, train 1L95, the 07:09 hrs Scotrail service from Glasgow Central to Carlisle via Kilmarnock, travelled through an area where a 50 mph BESR was in force at the normal linespeed of 70 mph. The driver had been correctly advised when booking on of the existence of a BESR, which covered the whole section of line

from Kilmarnock to the boundary with the North West route, near Gretna, and which was due to expire at 09:00 hrs. The driver observed the BESR until 09:03 hrs when he was just south of Sanquhar, at which point he accelerated to linespeed (70 mph). However, an extension to the BESR covering the section of the route between Sanquhar and Thornhill had issued at 09:05 hrs, effective until 12:30 hrs. The driver was unaware of the extension at the time it was implemented, and was therefore also unaware of the BESR, when the overspeed took place.

The incidents show examples of three different mechanisms which resulted in the intent of the BESR not being met, and in trains potentially travelling too fast for the prevailing conditions. These incidents also highlight different issues surrounding the communication of BESRs to drivers, including a potential for error where BESRs are introduced in a pre-planned manner but without supporting GSM-R broadcasts being made to drivers.

We have reviewed the findings of this preliminary examination and have decided not to carry out any further investigation of the incidents. RAIB has previously made recommendations in [RAIB report 08/2021](#) 'Trains overspeeding between Laurencekirk and Portlethen', published on 4 December 2021, which covers topics which are relevant to the above three incidents. The first recommendation seeks an improvement to the BESR notices provided to drivers and the second seeks a review of the methods used to implement blanket emergency speed restrictions. The learning points cover the importance of drivers being aware of information contained in late notices, and the need for safety critical communications to provide clear and unambiguous information.

We have written to the Office of Rail and Road (ORR) and sent copies of the letter to the train and freight operating companies and Network Rail, to alert ORR and the railway industry to the incidents and the circumstances surrounding them.

RAIB is aware that there is currently an industry initiative responding to the recommendations made in the Laurencekirk and Portlethen investigation report, and we hope that these incidents will inform the industry's response to these recommendations, particularly around how drivers who book on remotely are informed about BESRs in the absence of GSM-R notification.

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[MAIB safety digest 1/2022 published](#)

News story

Read our latest collection of lessons learned from marine accidents.



A new collection of cases (volume 1 of 2022) detailing accidents involving vessels from the merchant, fishing and recreational sectors is now available to download [here](#).

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