

The Platinum Jubilee Afternoon Tea and Cake Competition in Japan

This year marks Her Majesty Queen Elizabeth II's 70th year on the throne, making her the first British Monarch to celebrate a Platinum Jubilee. This is an amazing milestone, an inspiring example of public service and a happy occasion for people in the United Kingdom and around the world to celebrate. Across the United Kingdom, there will be many celebrations taking place throughout this year, with a special series of events concentrated around The Queen's Platinum Jubilee Central Weekend on 3-6 June. Over Her Majesty's 70 year reign, the Royal and Japanese Imperial families have enjoyed a close relationship and the wider partnership between the UK and Japan has gone from strength to strength in a wide range of areas; from cultural and educational exchanges to trade and investment links, and from defence and security cooperation to joint action on climate change. The British Embassy in Tokyo and British Consulate-General in Osaka would therefore like to bring the Platinum Jubilee celebrations to Japan and invite you to be part of them.

Who can participate?:

5-star Hotels in Japan serving afternoon tea

“Platinum Jubilee Afternoon Tea” and “Platinum Jubilee Cake” competition

Two of the activities that we are launching are, “The Platinum Jubilee Afternoon Tea” and a “Platinum Jubilee Cake Competition”.

Firstly, we would like to ask 5-star hotels around Japan to organise a celebratory festival of “Platinum Jubilee Afternoon Teas” for a period of their choice within the Platinum Jubilee year of 2022 and to create a cake (or cakes) fit for a Queen for your guests to enjoy. As part of this festival, each hotel should design and create a cake (or cakes) to be served at the afternoon teas.

Secondly, we will be holding a “Platinum Jubilee Cake competition” to select a cake to symbolise and form a key part of our celebrations. We would like to invite you to enter the cake that you serve at your afternoon tea into this competition.

- The cake (or cakes) should be an original creation and reflect something about the UK or the close partnership between the UK and Japan.
- The cake needs to have at least one ingredient from the UK.
- The cake design should be original and should not have been previously

entered into another competition.

- There are no restrictions on the type of cake (pastry/ sponge/ tart etc.), but the cake design must be “fit for a Queen” and should be appropriate to be served at the Queen’s Birthday Party at the British Embassy Tokyo as well as at their own establishment during afternoon tea.
- Each hotel is welcome to make as many cake designs as they wish but you will only be allowed to enter one cake into the competition.

In return:

After confirming participation, we will provide you with relevant material, including the official Platinum Jubilee logo, which can be used for branding materials.

The short-listed candidates will be invited to bring their cakes to the British Embassy for the Queen’s Birthday Party in June where the winning cake will be announced. The winning cake will be an important part of the celebrations marking Her Majesty’s 70 years as Monarch.

For more information:

Please check the [criteria](#) and sign up via [the online form](#)

We hope that you will want to join us in this exciting celebration and look forward to hearing from you.

If you have any questions, please do not hesitate to contact platinumjubileecake.tokyo@fcdo.gov.uk

PM drives up regional investment with 30-year strategy to secure shipbuilding future

- PM announces £4 billion injection into regional shipbuilding to support thousands of high-quality jobs
- Funding will support shipyards and suppliers across the UK, delivering a pipeline of more than 150 new naval and civil vessels
- PM visits Merseyside dockyard as the Government launches a refreshed National Shipbuilding Strategy to galvanise sector

The Prime Minister will visit a Merseyside dockyard today as he announces a £4 billion injection into the UK's regional shipbuilding industry to create tens of thousands of high-quality jobs.

The multi-billion pound investment will galvanise and support shipyards and suppliers across the UK, delivering a pipeline of more than 150 new naval and civil vessels for the UK Government and Devolved Administrations over the next 30 years.

The funding comes as the Ministry of Defence prepares to publish its refreshed National Shipbuilding Strategy (NSbS) today, which will outline how the Government will support UK shipyards across the nation to upskill workers, create high-quality jobs, drive technology development and ensure UK shipbuilding delivers on next-generation challenges.

The strategy also builds on the UK's increased support for European defence capability in the face of rising Russian aggression, with UK defence giant Babcock successfully being chosen as Poland's preferred partner to deliver three new warships based on the UK's Type 31 design.

During his visit the Prime Minister will meet apprentices and shipbuilding experts to understand how UK Government investment is creating jobs and levelling up communities across the country.

The UK's historic shipbuilding industry currently supports 42,600 jobs across the UK, from Cornwall to Belfast and Govan, and contributes more than £2.8 billion to the economy.

The Prime Minister said:

Shipbuilding has been in our blood for centuries and I want to ensure it remains at the heart of British industry of generations to come.

The National Shipbuilding Strategy will transform this important and crucial industry, creating jobs, driving technology development and upskilling the shipbuilders of tomorrow, ensuring we are levelling up across every dock, port and shipyard in the UK.

This will ensure the UK is rightly seen as a shipbuilding power across the world .

The NSbS Refresh will also establish a new UK Shipbuilding Skills Taskforce, led by the Department for Education. The taskforce will work with industry and training providers across the UK to identify and address skills gaps, ensuring the UK continues to develop and nurture future-focused skills and knowledge to help our shipbuilders deliver the world-class vessels of tomorrow.

Meanwhile, as part of the strategy, the Department for Transport will invest £206 million in the UK Shipping Office for Reducing Emissions (UK-SHORE) to

match fund research and development in zero emission vessels and infrastructure and ensure our place as global leader in green technology.

UK-SHORE will help to tackle barriers to investment in clean maritime technologies, including investment in port infrastructure.

A new Maritime Capability Campaign Office (MCCO) within the Department for International Trade will also be established. The MCCO will coordinate export support across government and industry and use robust analysis to improve our understanding about global markets, helping maritime suppliers to win export orders and increase UK market share.

Defence Secretary and Shipbuilding Tsar Ben Wallace said:

As Shipbuilding Tsar, I am proud to be announcing our new strategy, this is an exciting time to be involved in the sector.

With significant government investment, we will be levelling-up across our shipbuilding, workforce, from shipyard to supplier, from procurement to designer, creating tens of thousands of new employment opportunities, boosting living standards and pay.

Our refreshed strategy will see the sector galvanised at a crucial time for our economy and see a vital part of British industry expand and flourish.

Government backs innovative businesses with new £150 million loan scheme

- Government launches new series of loans worth £150 million to support innovative SMEs and level up the UK
- launch of the loans programme will broaden the financial support available to businesses, ensuring they can access funding at all stages of innovation
- builds on the successful pilot programme that provided £163 million to around 200 businesses in all parts of the UK, supporting hundreds of jobs

Some of the UK's most innovative businesses are set to benefit from a new series of loan competitions offering up to £150 million to support their research and development projects, the government announced today.

The loans will support innovations deemed to have the strongest potential to support future economic growth and tackle social challenges, across fields

such as net zero, health and wellbeing, and next-generation digital technologies, as well as the '7 Technology Families' of the [Innovation Strategy](#) – advanced materials and manufacturing; engineering biology; electronics; sensors; photonics and quantum; and robotics and smart machines.

The funding, to be delivered through Innovate UK, will be available to SMEs over the next 3 years and will prioritise projects focused on the most important areas of the future economy as set out in the Innovate UK [Plan for Action](#). Businesses can apply for funding through the [Innovation Funding Service](#).

The loans are part of the government's plan to build on the measures outlined last year in its Innovation Strategy, enabling UK innovators to access the right finance at the right time in order to grow, building on our world-leading research capability and helping to secure the UK's position as a science superpower.

Projects supported via the successful loan programme to date have included portable freezers able to safely deliver vaccines to care homes and surgeries, a platform designed to protect hospitals and healthcare centres from cyber-attacks during the pandemic, and patented hospital screens preventing the transmission of pathogens and viruses.

Science Minister George Freeman said:

As the success of our extraordinary vaccine development and roll-out made clear, the UK is home to some of the most brilliant and innovative minds in the world.

Supporting our talented innovators, not only to develop their ideas but to see these ideas through to commercialisation, will be essential to growing an economy built on the technologies of the future, and securing the UK's status as a true Innovation Nation.

So, I am thrilled that after an extremely successful pilot programme, Innovate UK are launching this substantial new series of loans to support SMEs working across the country on the most innovative projects for the future economy, entrenching our position as a science superpower.

Businesses with innovative late-stage projects can apply for a loan between £100,000 and £2 million, with flexible repayment terms to help secure their future growth and commercial success. The new full-scale programme will start with monthly competition rounds, for which applicants will need to demonstrate evidence of a high quality proposed innovation project, suitability to take on a loan, and inability to access finance for their project from commercial finance providers.

This government-backed finance builds on the success of an extended pilot programme that has been delivered by Innovate UK Loans Limited since 2017, and the programme of innovation continuity loans delivered as part of

Innovate UK's coronavirus support package.

Innovation loans are designed to support suitable micro, small and medium sized-businesses (SMEs) in carrying out late-stage research and development projects, with a clear route to commercial success to drive productivity and growth across the UK.

Indro Mukerjee, CEO of Innovate UK, said:

Innovation loans are an important part of the investment support that Innovate UK offers to help UK businesses achieve their growth ambitions. We have tested this new form of support rigorously and I am pleased that we can now offer £150 million over the next 3 years through innovation loans as part of our commitment to support innovative businesses to grow rapidly and achieve scale.

The innovation loans scheme is just one of the services to growing and scaling businesses across the UK. Our wrap-around support now includes greater access to Innovate UK EDGE, a business advisory service; and Innovate UK KTN, more opportunity for businesses to connect with potential academic and business partners to help scale in the UK and abroad.

Allied with this is our continued work with the British Business Bank and private finance to provide further backing for UK innovators.

The decision to transition from pilot to full-scale loans programme was taken following an [independent evaluation of the scheme's success](#), which found that the pilot had been extremely effective, and that the innovation loans programme is viewed as a key finance product within the market, supplying essential funding that would not have been available elsewhere.

The innovation loans programmes to date have committed £163 million to around 200 businesses in all parts of the UK, enabling new product development and commercialisation activities, supporting investment in research jobs and delivering growing levels of sales. Over a third of businesses in the portfolio have accessed additional private investment, leveraging new capital of over £110 million, with an average raise of £1.8 million.

[Report 02/2022: Derailment of a passenger train at Carmont](#)

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PDF, 14.5 MB, 298 pages

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At around 09:37 hrs on Wednesday 12 August 2020, a passenger train derailed near Carmont, Aberdeenshire. The train, reporting number 1T08, was the 06:38 hrs service from Aberdeen to Glasgow, which was returning towards Aberdeen due to a blockage that had been reported on the line ahead. It was travelling at 73 mph (117 km/h), just under the normal speed for the line concerned. After derailling, the train deviated to the left, before striking a bridge parapet which caused the vehicles to scatter. Tragically, three people died as a result of the accident and the remaining six people on the train were injured.

On the morning of the accident there was near-continuous heavy rain at the site of the accident between about 06:00 hrs and 09:00 hrs. The 51.5 mm of rain which fell in this period at the accident site was close to the average rainfall for the month of August in this part of Scotland. Train 1T08 derailed because it struck debris that had been washed out of a drainage trench. This trench, which had been constructed between 2011 and 2012, contained a perforated pipe that had been installed as part of a project to address a known problem with drainage and the stability of a cutting in that area. However, the drainage system and associated earthworks had not been constructed in accordance with the original design and so were not able to safely accommodate the water flows that morning.

RAIB's investigators found that a low earth bank (bund) had been constructed that ran across a slope leading towards the track. The presence of this bund significantly altered the flow of water such that extreme rainfall would cause a concentrated flow into the steeply sloping section of trench. The evidence indicates that the intensity and duration of this rainfall would have generated water flows into the trench that were sufficient to wash away the gravel fill and the ground immediately surrounding the trench.

No instruction was given by route control or the signaller that train 1T08 should be run at a lower speed on its journey between Carmont and Stonehaven. At that time there was no written process that required any such precaution in these circumstances. Consequently, normal railway rules were applied to the train movement. The RAIB's investigation found that the 'route controllers' (who were responsible for the operational management of Scotland's railway network) had not been given the information, procedures or training that they needed to effectively manage complex situations of the type encountered on the morning of 12 August 2020.

Recommendations

As a consequence of this accident, RAIB has made 20 recommendations for the improvement of railway safety. The areas covered include:

- better management of civil engineering construction activities by Network Rail and its contractors
- additional standards and guidance on the safe design of drainage systems
- improved operational response to extreme rainfall events, exploiting the full capability of modern technology, and based on a detailed understanding of the risk associated with extreme rainfall
- enhancing the capability of route control offices to effectively manage complex events
- extending Network Rail's assurance regime to encompass route control offices
- addressing the obstacles to effective implementation of lessons learnt from the investigation of accidents and incidents
- measures to prevent derailed trains from deviating too far from the track (equipment fitted to track and/or trains)
- addressing train design issues identified by the investigation and better understanding the additional risk associated with the operation of older trains.

Video summary, including a digital visualisation of the accident

[Derailment of a passenger train at Carmont](#)

Visualisation of the performance of the drainage system at Carmont on 12 August 2020

[Washout visualisation](#)

Simon French, Chief Inspector of Rail Accidents, said:

"This was a tragedy that devastated the lives of the three families who lost their loved ones and brought terror and injury to six other people on the morning of 12 August 2020. Our thoughts are with them all. Nothing can undo this event, but we owe it to everybody who was affected by it to strive to learn safety lessons for the future.

"Although railway safety in the UK has been steadily improving over recent decades, the tragedy at Carmont is a reminder of just how disruptive and potentially dangerous Britain's volatile weather can be. The railway industry needs to get even smarter about the way it counters this threat, and to better exploit remarkable modern technology that enables the prediction and tracking of extreme weather events such as summer convective storms. There's also an urgent need for the railway to provide real-time decision-makers with the information, procedures and training they need to manage complex and widespread weather-related events across the rail network.

"No one wants to shut down the railway every time it rains. Railways need to operate safely and reliably in most weather conditions. If they're not able to achieve this, potential passengers will be forced onto the roads, which

are undoubtedly much more dangerous in bad weather conditions. So, there's a balance to be struck and technology can help to get this balance right. Modern weather forecasting and monitoring systems can spot the truly exceptional events before they occur and as they happen, so allowing railway operators to implement precautionary measures when it's prudent to do so. This would benefit the safety of the line (by restricting train speeds, or suspending operations, when necessary) while reducing the need for imposing blanket speed restrictions over areas that are not at significant risk.

"This investigation highlights the risk of uncontrolled changes to railway infrastructure during construction. It is so sad that a project that was designed for the protection of the travelling public became unsuitable for its intended use and posed a hazard to trains because of such uncontrolled changes to the design. When anything is built in difficult conditions, such as on the side of a steeply sloped cutting, changes will often be needed for practical reasons. Although such changes are normal and can be highly beneficial in terms of saved time and cost, they need to be made with care. In each case, the original designer needs to understand the change that's proposed and review the implications of a change that may appear inconsequential to the team on site. I hope this example will resonate throughout the UK's construction industry.

"It's important for all of us in the rail industry not to dismiss this truly harrowing accident as a one-off event. The railway industry needs to think through the implications of severe weather on its infrastructure, whilst also looking to the behaviour of trains should they derail after striking obstructions such as washouts and landslips. Is there more that could be done to keep trains in line and closer to the track, to minimise the risk of jack-knifing and to keep bogies attached to rail vehicles? RAIB doesn't have all of the answers but is urging the railway industry to think about ways of guiding derailed trains, and to think about the longer-term implications of continuing to operate rolling stock that pre-dates modern standards."

Note to editors

1. The sole purpose of RAIB investigations is to prevent future accidents and incidents and improve railway safety. RAIB does not establish blame, liability or carry out prosecutions.
2. RAIB operates, as far as possible, in an open and transparent manner. While our investigations are completely independent of the railway industry, we do maintain close liaison with railway companies and if we discover matters that may affect the safety of the railway, we make sure that information about them is circulated to the right people as soon as possible, and certainly long before publication of our final report.
3. For media enquiries, please call 01932 440015.

Newsdate: 10 March 2022

PM call with President Zelenskyy of Ukraine: 9 March 2022

Press release

Prime Minister Boris Johnson spoke with Ukrainian President Zelenskyy this evening.



The Prime Minister spoke with Ukrainian President Zelenskyy this evening.

He began by praising President Zelenskyy's deeply moving address to the House of Commons yesterday.

President Zelenskyy thanked the Prime Minister for the UK's ongoing military support, alongside tough new sanctions to punish the Putin regime for its actions.

The Prime Minister committed to further tighten these sanctions in order to impose the maximum economic cost on Russia. He outlined the work the UK is doing to provide the military equipment Ukraine needed to defend itself.

Both leaders condemned the horrifying attack on a maternity hospital in Mariupol and the failure by Russian forces to respect ceasefire agreements in humanitarian corridors. The Prime Minister noted that this was yet further evidence that Putin was acting with careless disregard for International Humanitarian Law.

The PM ended by reaffirming the UK's unwavering support for the people of Ukraine and said that President Zelenskyy had earned the admiration and love of the British people.

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