

Two more local authorities join Local Land Charges Register

News story

People buying property in North Kesteven and Haringey will now have access to instant local land charges search results.



Image credit: I Wei Huang/Shutterstock.com

Our Local Land Charges (LLC) Register continues to grow. This month (December) North Kesteven District Council and Haringey Council joined the register.

Allison Bradbury, Head of Local Land Charges Implementation at HM Land Registry, said:

These latest migrations demonstrate how our LLC programme is gathering pace. I am delighted that people buying property in North Kesteven and Haringey will now have access to instant LLC search results. It is our ambition to migrate all local authorities in England and Wales to our LLC Register by 2025.

Anyone requiring LLC searches in the local authority areas of North Kesteven District Council and Haringey Council will now need to get them from HM Land Registry rather than going directly to the council.

HM Land Registry is working in partnership with local authorities across England and Wales to migrate their local land charges data to a central, digital register. Once migrated, anyone will be able to get instant online search results via GOV.UK using the [Search for Local Land Charges](#) service.

Business customers can use their existing portal and Business Gateway channels or their usual search providers to access local land charges data for those local authorities which have migrated.

Customers will need to continue to submit CON29 enquiries to the local authority.

For more information, read about the [Local Land Charges Programme](#).

Published 20 December 2021

[UK government seeks views on new oil and gas climate checkpoint](#)

- Government launches consultation on design of new oil and gas climate compatibility checkpoint
- the checkpoint will apply to any future oil and gas licences to ensure they are aligned with government's climate change commitments
- new measure will support the UK's oil and gas sector in the transition to net zero

The UK government has today (20 December) launched a consultation on the design of a new climate compatibility checkpoint for the oil and gas industry.

This follows a commitment earlier this year to introduce the checkpoint as part of the [North Sea Transition Deal](#). This landmark deal between industry and government is supporting the UK's oil and gas sector in the transition to a lower carbon future. An orderly transition is crucial to maintaining the security of the UK's energy supply, supporting high-value jobs, and safeguarding the expertise necessary to achieve a lower carbon future.

The checkpoint will be a new measure carried out before each future oil and gas licensing process to ensure any new licences are only awarded on the basis that they are aligned with the UK's climate change commitments, including the UK's target of reaching net zero by 2050.

The consultation, now open for views, sets out potential tests that could be used to assess new licenses, including domestic demand for oil and gas, the sector's projected production levels, the increasing prevalence of clean technologies such as carbon capture and hydrogen generation, and the sector's continued progress against emissions reduction targets.

Energy and Climate Change Minister Greg Hands said:

This new checkpoint will be key to our plans to support the oil and gas sector during its net zero transition. It helps safeguard the future of this vital UK industry as we create more opportunities

for green jobs and investment across the country.

UK government Minister for Scotland Malcolm Offord said:

The UK government fully supports the oil and gas industry in its transition away from fossil fuels to cleaner, greener energy sources, such as wind and tidal power.

Until we have sufficient supply in those areas, maintaining a domestic supply of oil and gas – albeit reduced – will be necessary.

We are working closely with the industry on the North Sea Transition Deal, and we are consulting to ensure this addresses climate concerns while protecting and creating jobs.

It will all help us accelerate towards a fully green energy sector in line with the Prime Minister's 10 point plan and our robust 2050 net zero goals.

Andy Samuel, Chief Executive of the Oil and Gas Authority (OGA) said:

We welcome the launch of this consultation. Alongside the net zero test the OGA is applying to our decisions such as field developments, these proposals recognise the important role of industry in helping meet the UK's energy needs while accelerating the energy transition to net zero.

The consultation launched today will give interested parties, including oil and gas industry stakeholders, the opportunity to input on the design of the new climate compatibility checkpoint. Respondents are invited to give their views on the proposed principles, structure, and content of the checkpoint.

Using the feedback given from this consultation, the checkpoint will then be established as a new measure to assess potential future licences. This checkpoint will ensure any future licences are granted only on the basis that they are compatible with the UK's climate change objectives. If the evidence suggests that a future licensing round would undermine the UK's climate goals or ability to reach net zero, it will not go ahead.

The new checkpoint will be an additional layer of scrutiny applied to future licences, on top of the existing measures that already apply to UK oil and gas developments, including the environmental assessment carried out by the Offshore Petroleum Regulator for Environment and Decommission (OPRED), and the net zero impact assessment carried out by the Oil and Gas Authority as part of its consent process for new licences.

As world leaders in the global effort to tackle climate change, the UK is

driving the global shift away from fossil fuels. However, we recognise the important role that oil and gas will play over the coming decades as the UK transitions to low carbon solutions, and the Climate Change Committee acknowledges that the transition to non-fossil forms of energy cannot happen overnight. This checkpoint will enable oil and gas to provide important security for the UK's energy mix, and to be used for the production of many everyday essentials like medicines, plastics, cosmetics and household appliances, whilst minimising emissions.

Through the landmark North Sea Transition Deal, the UK was the first G7 country to set out plans to back the oil and gas industry to transform while supporting tens of thousands of jobs. This checkpoint is a key example of how the government is supporting the industry in the transition to a lower carbon future, while also working to achieve the UK's net zero commitment.

- In September 2020, the then Secretary of State for Business, Energy and Industrial Strategy asked officials to conduct a review into the licensing of oil and gas in the UK. The main question of this review was whether the continued award of new licences for oil and gas exploration is consistent with the UK's wider climate objectives, including net zero
- the review [concluded](#) that continued licensing for oil and gas is in principle compatible with the UK's climate objectives, but recommended that a formal climate compatibility checkpoint, building on current practice, should be established, to ensure that the compatibility of future licensing with the UK's climate objectives is always evaluated before a licensing round is offered
- interested parties can [submit their views on the consultation](#)
- the consultation is open until 28 February 2022. After the consultation period has concluded, the government will consider the responses received, and announce the outcome of the final checkpoint design in due course
- responses from all interested parties are encouraged, although it is anticipated that the audience for this consultation will predominantly be industry stakeholders

[Shipment of Intermediate Level Waste from the UK to Australia](#)

News story

Preparations are underway for a return of vitrified Intermediate Level Waste to Australia.



As previously announced, Sellafield Ltd and Nuclear Transport Solutions (NTS) are planning to return Intermediate Level Waste in the form of vitrified residue to Australia.

Preparations to transport a single TN81 flask containing vitrified residue are now underway, with arrival expected during the first half of 2022.

The shipment will be carried out in full compliance with all UK, Australian and international regulations, and subject to issue of all relevant permits and licences.

In line with normal procedures, Sellafield Ltd and NTS will provide further information on the shipment in due course.

Published 20 December 2021

[Akua Reindorf appointed as new EHRC Commissioner](#)

Press release

Minister for Women and Equalities, Liz Truss, appoints Akua Reindorf to EHRC Board



- Minister for Women and Equalities appoints Akua Reindorf to EHRC Board
- Appointment follows the appointment of three new Commissioners last November
- Reindorf is a barrister, specialising in employment, discrimination, and human rights law

Minister for Women and Equalities, Liz Truss, has today [Monday 20 December] appointed Akua Reindorf as an EHRC Commissioner and Board Member.

The appointment further boosts the expert knowledge of the EHRC Board following the appointment of Baroness Falkner as Chair and three other Commissioners in 2020.

Reindorf has a history of working on relevant issues as a senior barrister and Employment Judge, including experience of working on reports and cases that are related to the Equality Act 2010. As a barrister she specialises in human rights law amongst other areas, focussing on complex and protracted litigation and high profile internal investigations. She has particular expertise in the higher education and public sectors.

Minister for Women and Equalities, Liz Truss, said:

“Akua will bring great experience, expertise and intellectual rigour to the role and I look forward to working with her to deliver the government’s levelling up agenda.”

The appointment follows a full public recruitment process that was carried out in line with Cabinet Office’s Governance Code on Public Appointments. Reindorf will serve as a Commissioner for a term of four years.

Published 20 December 2021

Report 09/2021: Runaway and derailment of wagons at Toton

Press release

RAIB has today released its report into the runaway and derailment of wagons at Toton, Nottinghamshire, 17 January 2021.



The derailed wagons at Toton South Junction (courtesy of DB Cargo)

R092021_211220_Toton

PDF, 7.96 MB, 43 pages

This file may not be suitable for users of assistive technology.

Request an accessible format.

If you use assistive technology (such as a screen reader) and need a version of this document in a more accessible format, please email enquiries@raib.gov.uk. Please tell us what format you need. It will help us if you say what assistive technology you use.

Summary

At 04:42 hrs on 17 January 2021, a rake of 22 wagons, 21 of which were loaded, ran away from Old Bank sidings at Toton, Nottinghamshire. As it ran away, the rake passed a red signal, which generated an alarm that alerted the signaller. The rake passed a second red signal and, a short distance later, the leading four wagons derailed at the end of the run-out rails associated with a set of trap points. The trap points worked as intended to derail the unauthorised movement. The leading two derailed wagons stopped foul of the adjacent running line, although no trains were nearby when the derailment occurred. The rake of wagons travelled a total distance of about 0.6 miles (1.0 km) during the runaway.

RAIB's investigation found that the rake of wagons ran away because no one

had secured it with either handbrakes or scotches after it was stabled in Old Bank sidings the previous evening. This meant that the wagons were only being held by air trapped in their brake systems, which subsequently leaked away. The wagons were free to move because the incoming train they were part of had not been secured before its locomotive was uncoupled and because there was miscommunication between the ground staff on duty about who would secure the train. An underlying factor was that staff at Old Bank sidings were routinely leaving trains unsecured for short periods of time, but this was not identified by DB Cargo's safety assurance activities. A second underlying factor was that DB Cargo had no clear process in place that defined the tasks required when trains arrived, and no process to provide confirmation that these tasks had been carried out. The consequences of the runaway were made potentially worse because the leading two wagons fouled the adjacent running line after derailing at the trap points. RAIB found that Network Rail's risk assessment processes for both new and existing trap points only considered mitigations that were not applicable to uncontrolled runaway vehicles. These assessments also did not consider that runaway vehicles, once derailed, could travel as far as they did in this accident.

Recommendations

RAIB has made four recommendations. The first is that DB Cargo should establish the extent to which vehicles are being left unsecured in its yards and sidings, and identify and address the possible reasons for this. The second recommendation is that DB Cargo should review and improve its processes for trains arriving at its yards and sidings so it is clear when tasks should be undertaken, who is responsible for them and how their completion is communicated. The third recommendation is that DB Cargo should review its current arrangements for supervising, monitoring and auditing safety in its yards and sidings. The fourth recommendation calls on Network Rail to revise its risk assessment process for trap points, so that it considers the risk of an adjacent running line becoming fouled when uncontrolled vehicles run away.

RAIB also identified two learning points. The first reminds drivers and staff carrying out ground staff duties of the importance of securing vehicles prior to detaching locomotives. The second is a reminder that the primary purpose of trap points located on the exit from sidings, or on the exit of a goods line which connects to sidings, is to protect running lines from runaway vehicles.

Notes 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: 20 December 2021

Published 20 December 2021