

The importance of maritime security in an uncertain world

Thank you, and good morning everyone.

It is a real pleasure to join you today (29 September 2022).

And what better backdrop for a speech on maritime security than the magnificent HMS Queen Elizabeth.

Thank you to all her crew for accommodating us this week.

Yet whatever pride I feel delivering my first speech as Transport Secretary on the largest vessel ever built for the Royal Navy, my emotions are also tinged with sadness.

Because it was Her Majesty Queen Elizabeth II who performed the naming ceremony for this superb ship just 8 years ago at Rosyth in Scotland.

Suitably, she didn't use the traditional bottle of champagne, but a bottle of whisky, to launch the new vessel.

Her Late Majesty will be profoundly missed, and I would like to thank all those around the world, including many friends here in the United States, who sent condolences. Your support and demonstrations of love and respect helped ensure a fitting farewell to Britain's longest-reigning monarch.

Her Late Majesty was a champion of the Royal Navy, and she understood its historic leadership in underwriting prosperity and trade.

Shipping continues to drive the global economy today, just as it has done for millennia.

Our seas are by far the most important arteries for global trade, carrying over 95% of all goods.

But while the maritime industry normally conducts its business beyond the public gaze, recent events have thrust global supply chains into the spotlight... and in particular, the importance of resilient and secure shipping routes.

In particular, Russia's illegal invasion of Ukraine has awakened and reminded us all of our need as a global community to protect maritime trade, and support an international order based on rules and principles which are enforced.

For the Department for Transport, that is about ensuring the security of all networks that move goods, people and information around the world, and that underpin our way of life and our economy.

We have seen Putin weaponise food by trying to crush the economic and humanitarian criticality of Ukraine's agricultural economy.

In blockading of Ukrainian ports, Putin has prevented the export of global grain supplies.

These actions have had a terrible impact on the world's poorest people, and driven up food and fertiliser prices.

We are doing what we can to alleviate the international food security crisis that Putin has created.

The UK and our allies pushed hard to secure the UN-brokered Black Sea Grain Initiative in July that has allowed over 3 million tonnes of grain to leave Ukrainian ports so far.

We will continue to enforce the toughest sanctions against Russia to undermine its shipping industry and reduce its export revenue.

We will continue to work with international partners to implement an oil price cap and ban on maritime insurance for Russian oil later this year.

And we will continue to stand alongside our Ukrainian friends, strengthening their hand to finish this war on their terms.

The UK is an island nation with global interests.

The numerous islands that form the UK, our Crown Dependencies and our Overseas Territories all rely on unimpeded international trade.

The shipping routes between the UK and our trading partners and allies form some of the busiest trading routes in the world.

We are highly connected to the rest of the world and will continue to be so in the future.

Our maxim is to ensure the UK is and remains the most secure and reliable nation to trade with globally.

In 2021, we published [Global Britain in a competitive age: the integrated review of security](#).

This document reaffirmed the first duty of government – to protect our people, our homeland, and our democracy.

That means protecting our ports and airports, and the trade routes vital to our national prosperity.

In an increasingly uncertain world, we must work harder to safeguard transport networks against a complex variety of security risks and natural hazards.

That's why we have published our [National strategy for maritime security](#), setting out 5 strategic objectives to help deliver the objectives of the

integrated review.

Our strategy acts as a blueprint for maritime security – explaining how we will protect our borders and ports, and address the threats we face.

We consider how we will comprehensively tackle cyber security, defending the global supply chain at a time of increased automation and evolving cyber technologies.

An important aspect of this is covered in the UK by the [National Security and Investments Act](#).

This allows us to scrutinise and potentially intervene if acquisitions of assets linked to the UK may pose national security risks.

All investment involving our transport sector is subject to thorough analysis, and must satisfy robust legal, regulatory and national security requirements.

Alongside defensive measures, we are committed to maintaining our reputation for the UK to be one of the best places to invest.

That is why, the government has established a network of [freeports](#) – to act as business hubs for international trade, innovation and commerce, and have just announced last week a next wave of [investment zones](#). These hubs will regenerate communities by attracting investment and jobs to towns and cities up and down the country.

Beyond investment in security, we have been developing our maritime security structure for several years.

A significant part of this has been creating the [Joint Maritime Security Centre](#) in 2019. This national organisation helps coordinate what we call our ‘whole system response.’

This brings together all the organisations and teams which work to deter and respond to threats – including high-readiness maritime assets.

The Joint Maritime Security Centre ensures that government, military, and law enforcement agencies have a closely-coordinated understanding of threats and risks in our own waters, and across the globe.

We continue to develop these capabilities against current and emerging threats – from terrorism, piracy or hostile states – and also help us understand security concerns for shipping routes as our climate changes and we need to adapt.

This is particularly important when looking at the Arctic and High North, which will provide faster shipping routes to Asia. There will be new security challenges which we need to anticipate and plan to provide 21st century solutions.

At home and abroad, we will always protect our interests and those of our

international partners. That means understanding how threats could arise along international trade routes or chokepoints, how they can be addressed, and what their impact might be.

We don't just consider hard security dangers.

Threats to our marine environment are also a security issue.

The fragile marine ecosystem is a precious resource, so we must respond to any dangers early. From destruction of fishing stocks to dumping of illegal waste. Any activities that harm the marine environment and destroy the livelihoods of those living in coastal communities.

In many countries this loss of income for some of the most impoverished in society can lead to people being exploited by criminal gangs and terrorists.

So tackling environmental problems early can reduce long term harm and we have a unique window of opportunity to harness technology develop new green solutions.

We must act now to reduce maritime's contribution to climate change.

Maritime transport is currently responsible for almost 3% of global greenhouse gas emissions and if it were a country, it would be the world's sixth largest emitter.

We face a massive challenge. However, with concerted global action, the worst impacts can still be averted

That is why earlier in the year, as part of the UK's revised [National shipbuilding strategy](#), we announced £206 million for a new [UK Shipping Office for Reducing Emissions](#), to invest in maritime decarbonisation.

Today, I am delighted to launch the third round of the [Clean Maritime Demonstration Competition](#) – as part of this programme of investment.

This is the largest round to date, with up to £60 million available for technology and system demonstrations in clean maritime solutions.

So far, these competitions have helped many developers working on new shipping technologies and fuels.

From hydrogen, ammonia and methanol fuels, to batteries and shore power – and from automated vessels, hybrid engines and green storage facilities at ports to energy from offshore wind infrastructure – we are working hard to pioneer the breakthrough and secure maritime technologies of the future.

Today, I am also announcing the [winners from the second round of the competition](#), allocating over £12 million to 31 different projects, including 3 green shipping corridors which can help lead decarbonisation solutions.

This will help to fulfil our commitment under the [Clydebank Declaration](#), which the UK proudly launched at COP26 with 24 signatory states, including

the US, to progress 6 innovative zero emission shipping routes by the middle of the decade.

Of course, the more we collaborate, the faster we progress.

So we will continue to work closely with US partners and others to raise the level of ambition on climate change at the International Maritime Organisation, which faces a crucial year as it revises its initial strategy on greenhouse gas reduction.

More broadly, the UK will work with like-minded partners around the world to reduce every sector in transport's reliance on fossil fuels, and embrace decarbonisation.

On Tuesday, I was in Montreal speaking at the International Civil Aviation Organisation General Assembly, urging the adoption of long-term emission goals that are consistent with the Paris Agreement.

We must push every sector to play its part – but maritime will remain critical to our success or failure as a global family.

Under the leadership of new Prime Minister, Britain will be a relentlessly outward-facing nation.

The UK will continue to utilise its hard security, economic security and diplomatic heft to build stronger global alliances.

At a time when the world is recovering from the coronavirus (COVID-19) pandemic, and rebuilding the supply chains that feed the global economy...

At a time when Russian aggression is disrupting established trade routes...

It has never been more important for the international community to come together and protect global shipping.

We will continue to support, defend and uphold the principles of the United Nations Convention on the Law of the Sea and protect freedom of navigation.

We will safeguard the marine environment, and help lead the transition to green shipping.

And we will work with all our partners to ensure maritime trade and travel continues to operate safely, securely and sustainably, right around the world.

Thank you.

A credible and legitimate political process needs to be the foundation of any lasting settlement in DRC

Thank you Mr President,

I thank SRSB Keita and Professor Mudinga for their briefings. We commend SRSB Keita and MONUSCO for their continued efforts in what is increasingly challenging and sometimes deadly circumstances. I also thank the Representative of Gabon for his briefing on the behalf of the 1533 Committee and I welcome the participation of the representatives from the DRC, Rwanda and Burundi in this meeting.

I will focus on the security and humanitarian situation in eastern DRC, regional efforts, and MONUSCO.

The United Kingdom remains deeply concerned by the security situation in eastern DRC. The redeployment of resources to tackle M23 has undermined the protection of civilians and created a vacuum that armed groups, like the Allied Democratic Forces, have exploited. We again call for the withdrawal of M23 from their current positions.

Since 2017 UK funding has provided over 2.5 million people with humanitarian assistance in the DRC. We urge all actors to address humanitarian impacts of the violence, ensuring those affected, including the 1.29 million newly displaced this year, receive the assistance they need.

President, we condemn recent violent protests against MONUSCO, which undermine its ability to implement its mandate, including civilian protection. We call on MONUSCO and the Government of DRC to engage in a structured dialogue which clarifies roles and responsibilities for a responsible, conditions-based drawdown of MONUSCO.

A military solution alone cannot bring peace. A credible and legitimate political process needs to be the foundation of any lasting settlement. Diplomatic efforts and dialogue through existing regional processes should continue, to help de-escalate tensions and end violence in the East.

Whilst military pressure has a role, it is important that international and domestic efforts complement, rather than contradict each other. The East African Community Force and DRC Armed Forces must substantively engage with MONUSCO on de-confliction of forces to ensure the protection of civilians, safety of peacekeepers and effectiveness of operations.

Implementation of the Government of DRC's Demobilization, Disarmament, Community Reintegration and Stabilization Programme (P-DDRCS) should be accelerated to ensure willing armed groups are disarmed, to protect civilians, and bring stability to the East. We call on MONUSCO to continue

supporting P-DDRCS to overcome internal coordination issues and agree appropriate fiduciary arrangements to facilitate donor funding.

Finally President, as Professor Mudinga has reminded us, the DRC and the Congo Basin are central to tackling climate change. At COP26 in Glasgow, the UK committed £200 million to the Congo Basin Pledge and will become chair of the Central African Forests Initiative in June 2023.

Thank you.

Ukraine: G7 Foreign Ministers' Statement on the illegal annexation of sovereign Ukrainian territory

We, the G7 Foreign Ministers of Canada, France, Germany, Italy, Japan, the United Kingdom, the United States of America, and the High Representative of the European Union, are united in our condemnation in the strongest possible terms of Russia's war of aggression against Ukraine and its continued violations of Ukraine's sovereignty, territorial integrity and independence.

President Putin's efforts to incorporate Donetsk, Luhansk, Kherson and Zaporizhzhya regions into the territory of the Russian Federation constitute a new low point in Russia's blatant flouting of international law, and yet another example of Russia's unacceptable violations of Ukraine's sovereignty, the UN Charter, and the commonly agreed principles and commitments of the Helsinki Final Act and the Paris Charter.

We will never recognise these purported annexations, nor the sham "referenda" conducted at gunpoint.

We reiterate our call for all countries to condemn unequivocally Russia's war of aggression and its attempt to acquire territory by force. We call on the broader international community to reject Russia's brutal expansionism, its efforts to deny Ukraine's existence as an independent state, and its blatant violation of the international norms that guarantee international peace, security, and the territorial integrity and sovereignty of all states.

We will impose further economic costs on Russia, and on individuals and entities – inside and outside of Russia – that provide political or economic support to these violations of international law. We are unwavering in our support for Ukraine's right to defend itself against Russia's war of aggression and its unquestionable right to reclaim its territory from Russia.

We reiterate our condemnation of Russia's irresponsible nuclear rhetoric. It will not distract or dissuade us from supporting Ukraine, for as long as

necessary.

Russia must immediately stop its war of aggression, withdraw all of its troops and military equipment from Ukraine, and respect Ukraine's independence, sovereignty, and territorial integrity within its internationally recognised borders. We reaffirm that the regions of Donetsk, Luhansk, Kherson and Zaporizhzhya as well as Crimea are integral parts of Ukraine.

Almost 6 million £150 Cost of Living Payments processed for disabled people



This follows the government's announcement on 20 September that those who had confirmed payment of their disability benefit for 25 May will receive the £150 automatically, with the vast majority to be paid by early October.

The vast majority of eligible claimants who were due to receive the one-off £150 payment from the DWP by early October have now had their payment processed.

The payment will help disabled people with the rising cost of living, acknowledging the higher costs they often face, such as for care and mobility needs.

There will be some cases – such as those who gained entitlement to this payment at a later date or where payments were rejected due to invalid account details – who will not be paid by the beginning of October. These will be paid automatically as soon as possible.

The £150 cost of living payments for disabled people from the government are part of a £37 billion package of support, which will see millions of low income households receive at least £1,200 this year to help cover rising costs.

This also follows the Prime Minister's announcement of a new Energy Price Guarantee for the next two winters, saving households on average £1,000 a

year on their energy bills.

Further information

- The Energy Price Guarantee (EPG) will apply from 1 October and will discount the unit cost for gas and electricity use. This guarantee, which includes the temporary suspension of green levies, means that from 1 October a typical household will pay no more than £2,500 per year for each of the next two years. This is in addition to the £400 Energy Bill Support Scheme.
- On top of the EPG and £150 Disability Cost of Living Payment, there is an extra £150 for properties in Council Tax bands A-D in England. On top of this, disabled people on low incomes may also be eligible for the other Cost of Living payments totalling up to £650 – households in receipt of a means-tested benefit received the first of the two automatic Cost of Living payments of £326 from 14 July. The second means-tested payment of £324 will be issued later this year.

Eligibility

- Those who receive the following disability benefits may be eligible for the one-off payment of £150 in September: Disability Living Allowance, Personal Independence Payment, Attendance Allowance, Scottish Disability Benefits (Adult Disability Payment and Child Disability Payment), Armed Forces Independence Payment, Constant Attendance Allowance and War Pension Mobility Supplement.
- The majority of those who had confirmed payment of their disability benefit for 25 May have now been paid. For those who have still to be paid, are awaiting confirmation of their disability benefits on 25 May, or who are waiting to be assessed for eligibility to receive disability benefits, the process may take longer but payments will still be automatic.
- You must have received a payment (or later receive a payment) of one of the qualifying benefits for 25 May 2022 to get the payment.

Cost of living support

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Sanctions in response to Putin's illegal annexation of Ukrainian regions

- today Putin has announced the illegal annexation of the Ukrainian regions of Donetsk, Luhansk, Kherson and Zaporizhzhia following sham referendums
- under new sanctions Russia will lose access to major western services that Russia depends on, including: IT consultancy, architectural services, engineering services, and transactional legal advisory services for certain commercial activity
- UK also bans the export of nearly 700 goods that are crucial to Russia's industrial and technological capabilities
- the Foreign Secretary has summoned the Russian Ambassador, Andrey Kelin, to protest in the strongest terms against the illegal annexation of sovereign Ukrainian territory

New services and goods export bans, targeted at vulnerable sectors of the Russian economy, have been announced by the Foreign Secretary today (30 September) in response to Russia declaring the illegal annexation of 4 regions of Ukraine – violating their territorial integrity and political independence.

Russian-installed officials in 4 temporarily-controlled regions of Ukraine have conducted sham referendums in an attempt to justify their illegal seizure of Ukrainian land. The Russian regime has now announced the illegal annexation of these regions against the will of the Ukrainian people and in flagrant breach of international law.

The UK is moving in lockstep with international partners to target key sectors of the Russian economy. The new measures will ramp up economic pressure on the Russian regime by targeting vulnerabilities and disrupting crucial supply chains.

Russia imports 67% of its services from sanctioning countries. Building on previous action, the UK will prevent Russian access to:

- IT consultancy services
- architectural services
- engineering services
- advertising services
- transactional legal advisory services
- auditing services

The UK has also sanctioned Elvira Nabiullina, the Governor of the Central Bank of the Russian Federation. In her role, Nabiullina has been instrumental in steering the Russian economy through the Russian regime's illegal war against Ukraine and extending the ruble into the Ukrainian territories that

are temporarily controlled by Russia. Nabiullina has been sanctioned and is personally subject to an asset freeze and travel ban.

The Foreign Secretary has instructed that the Russian Ambassador, Andrey Kelin, be summoned to the department, to protest in the strongest terms against the illegal annexation of sovereign Ukrainian territory.

Foreign Secretary James Cleverly said:

The UK utterly condemns Putin's announcement of the illegal annexation of Ukrainian territory. We will never recognise the results of these sham referendums or any annexation of Ukrainian territory.

The Russian regime must be held to account for this abhorrent violation of international law. That's why we are working with our international partners to ramp up the economic pressure through new targeted services bans.

What happens in Ukraine matters to us all, and the UK will do everything possible to assist their fight for freedom.

Russia is highly dependent on Western countries for legal services with 85% of all legal services being imported from G7 countries – given London is an international legal centre, the UK accounts for 59% of these imports. The new legal advisory measures will cover certain commercial and transactional services and hamper Russia's businesses' ability to operate internationally.

IT consultancy services will also be banned, including designing IT systems and software applications. Alongside the UK's previous ban on quantum computing exports and computing services, and with over 170,000 IT specialists fleeing Russia since the invasion began, these measures will erode further Russia's ability to maintain technological development with the rest of the world.

The UK is also working with international partners to cut off Russia from our engineering services and architectural services. Russia imports 77% of these services from the G7 and today's measures will severely debilitate the future growth of Russia's key industries.

These measures will also prohibit Russia's access to other world-class professional services, including auditing and advertising services. With estimates suggesting that 80% of Russian imports in accounting, audit, bookkeeping and tax consultancy come from the UK, EU and US, these measures will further disrupt and degrade the capability of Russian businesses to keep pace in the international market.

The export of almost 700 goods from the UK to Russia are also being banned. The list includes hundreds of goods that are critical for production in Russia's manufacturing sector, with imports from the UK totalling over £200 million last year. In total, £19 billion worth of UK-Russia trade has been

wholly or partially sanctioned, based on 2021 trade flows.

Finally, the UK will suspend the process by which actions taken to manage the orderly failure of Russian banks are recognised under the laws of the United Kingdom, in cases where the bank is a sanctioned entity. This will prevent those Russian actions from taking legal effect in the UK and potentially providing economic benefit to the Russian state.

Alongside today's measures, the UK continues to work with the G7 to finalise and implement the proposed price cap on Russian oil.

Many businesses have already taken significant steps in condemnation of the Russian regime's illegal invasion – 75% of foreign companies have responded to the invasion with 25% having fully withdrawn – a clear marker of international condemnation.

The UK government does not consider that Elvira Nabiullina owns or controls the Russian Central Bank for the purposes of reg. 7 of the Russia (Sanctions) (EU Exit) Regulations 2019.

An asset freeze prevents any UK citizen, or any business in the UK, from dealing with any funds or economic resources which are owned, held or controlled by the designated person. UK financial sanctions apply to all persons within the territory and territorial sea of the UK and to all UK persons, wherever they are in the world. It also prevents funds or economic resources being provided to or for the benefit of the designated person

A travel ban means that the designated person must be refused leave to enter or to remain in the United Kingdom, providing the individual is an excluded person under section 8B of the Immigration Act 1971.

Recently introduced powers make it a criminal offence for any Russian aircraft to fly or land in the UK and give the government powers to remove aircraft belonging to designated Russian individuals and entities from the UK aircraft register, even if the sanctioned individual is not on board. Russian ships are also banned from UK ports.