

Permit variation granted for South London waste facility

Press release

Revised permit allows for increase in energy generation.



The Environment Agency has granted the application to vary the operational permit at Riverside Resource Recovery Facility, an energy-from-waste site in Belvedere, South London.

The new permit will:

- amend the energy generation limit from up to 72 megawatts to up to 80.5 megawatts
- increase the maximum amount of waste going through the system from 785,000 tonnes per annum (tpa) to 850,000 tpa
- increase the annual amounts of some raw materials used

Under the variation emission limit values for releases to air will be reduced. This is due to the current technology of combustion control, abatement and monitoring which can achieve, and accurately monitor, much lower levels of emissions. These changes together are called the Riverside Optimisation Project, or ROP.

An Environment Agency spokesperson said:

We carried out a detailed and rigorous technical assessment of Riverside Resource Recovery Facility Limited's application to vary the environmental permit, to satisfy ourselves that the new permit provides the appropriate level of environmental protection and that emissions can be managed effectively.

We also carried out a thorough review of the application, taking into account all comments received as part of a consultation with the public and other regulatory authorities.

[See the complete permit]([DA17 6JY, Riverside Resource Recovery Limited: environmental permit issued – EPR/BK0825IU/V009 – GOV.UK \(www.gov.uk\)](#)).

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[Ministry of Defence confirms the death of Sapper Connor Morrison](#)

Connor Morrison of 23 Parachute Engineer Regiment died during a non-operational incident in Ipswich on 23rd July 2022.

Sapper Connor Morrison joined the British Army on the 3rd of January 2021 aged 19. He completed his basic training at the Army Training Centre, Pirbright before moving to 3 Royal School of Military Engineering Regiment to commence his specialist Combat Engineer training.

Sapper Morrison was a professional soldier with much promise. Keen and enthusiastic, he worked hard to achieve his goals at every stage of his training and impressed his instructors with his knowledge and skills. More importantly, he was a loyal friend and a genuine team player. In typical Army fashion, those closest to Sapper Morrison knew him as “Tesco” or “Sainsburys” in cheeky reference to Morrisons the supermarket chain.

Sapper Morrison was quietly confident and sociable. He enjoyed chatting with friends whether it be whilst playing PlayStation or pool, on trips to Wetherspoons, or at the infamous Jackson Club Cafe in Gibraltar Barracks – so much so that he would invite his course mates to congregate in his room which was directly opposite the entrance to the cafe, so that they could all be first in the queue at opening time.

Sapper Morrison was an avid supporter of Scottish football with a great sense of humour. He would cheerfully join his friends in the pub to watch England games, but when they got overexcited about their teams’ prospects, he enjoyed reminding them that England drew with Scotland in Euro 2020, and therefore that “England, can’t even beat Scotland”.

A selfless team player, Sapper Morrison put others above himself and generously volunteered to cover weekend duties when he was not returning home to Scotland, to enable others to travel home themselves. Similarly, when a colleague woke up late for parade and realised that their boots were soaking wet and muddy from the day before, Sapper Morrison generously gave them a pair of his boots for the day. This was much to the amusement of his troop as his friend wore a size 8 and Sapper Morrison was a size 12!

Sapper Morrison qualified as a Class 2 Combat Engineer on 4th of February 2022, earning his Corps of Royal Engineers stable belt. After gaining his driving licence, he began his specialist trade training at the Defence College of Logistics, Policing and Administration in Worthy Down, where he went on to qualify as a Class 2 Logistical Specialist.

Following this, having volunteered for service with Airborne Forces, Sapper Morrison reported for duty at 23 Parachute Engineer Regiment, and donned the coveted maroon beret. He arrived at the Regiment alongside friends from his course and was re-united with others from training.

Sapper Morrison was clearly happy to be part of the Regiment after spending a long time on training courses. He was popular and well respected amongst his peers and had a positive influence on all those he worked with. Utterly committed, Sapper Morrison put himself forward for every task. His positive attitude kept himself and others going through good times and bad. Everyone enjoyed spending time with Connor whether working together, chatting about the day or just having a laugh.

Sapper Morrison was a truly selfless and kind-hearted professional soldier who made friends wherever he went. He proved himself to be a proud and loyal member of the Corps of Royal Engineers and will always be part of the Sapper family. Sapper Morrison will be sorely missed by the Regiment and all those he served alongside. We will remember him.

[Chris Skidmore launches net zero review](#)

- Independent review of net zero delivery by 2050 aims to ensure delivery of legally-binding climate goals are pro-growth and pro-business
- review will scrutinise green transition to make sure investment continues to boost economic growth and create jobs as well as increase energy security
- former Energy Minister Chris Skidmore promises thorough appraisal so that world-leading climate commitment is met in an economically-efficient way

The government's independent review into the delivery of net zero climate commitments is launched today (Monday 26 September), with a focus on ensuring the UK's fight against climate change maximises economic growth, while increasing energy security and affordability for consumers and businesses.

The UK's target to reach net zero by 2050 remains in place. Former Energy Minister Chris Skidmore MP will lead the rapid review of the government's approach to delivering its net zero target, after being commissioned by the

Business and Energy Secretary Jacob Rees-Mogg.

It comes a year after the government published its [Net Zero Strategy](#), setting out an overarching approach to carbon neutrality. Since then, there have been major changes to the economic and political landscape: Russia's illegal invasion of Ukraine, historically high global energy prices and high inflation. These changes have placed huge pressures on British households and businesses and make it vital that the UK reaches Net Zero in a way that avoids exporting industry and emissions overseas.

This new review aims to identify new ways to deliver the legally binding target by 2050 in a way that is pro-business and pro-growth. The review will examine:

- what the most pro-business, pro-growth and economically efficient path to reaching net zero is
- how to maximise the economic opportunities that the target presents as well as increase innovation, investment, exports and jobs
- what the economic costs and benefits are associated with new and emerging policies and technologies

To do this, Mr Skidmore's review will consider a range of evidence, consulting widely with consumers, investors, industrial leaders and experts in various fields including energy, land use and transport. He will report to the government with a set of recommendations by the end of this year to help turbocharge our transition to net zero by identifying key economic opportunities.

He will also be holding a series of roundtables across the country, seeking as many views as possible to ensure that people not only reap the environmental benefits of tackling climate change, but the economic benefits too.

Chair of the Net Zero Review Chris Skidmore said:

The UK continues to lead the world on tackling climate change, having been the first G7 country to commit in law to net zero carbon dioxide emissions by 2050.

This review seeks to 'double down' on how we can ensure that our energy transition happens at the same time as maximising the economic opportunity for businesses and households across the country, providing huge opportunities for innovation, investment, exports and jobs. I want to ensure that net zero isn't just viewed as the right thing to do for our environment- but becomes an essential driver of economic growth.

I'm kicking off a 3-month review today to find the best ways of making this happen – speaking to as many people in as many sectors and regions as possible, to ensure the review generates fresh policy ideas that can ensure we deliver a 'big bang' moment for net zero.

Secretary of State for Business and Energy, Jacob Rees Mogg, said:

The government remains committed to reaching our net zero emissions targets, but with Russia weaponising energy across Europe we must make sure we do so in a way that increases energy security and does not place undue burdens on businesses or consumers.

Chris Skidmore's rapid review will help us identify how best to make that happen, while also ensuring all parts of the UK reap the economic benefits of tackling climate change that I have no doubt will be on offer.

The UK has already managed to grow its economy by 76%, while cutting its emissions by over 44% since 1990 – decarbonising faster than any other G7 country. Official statistics also show there are already around 400,000 jobs in low-carbon businesses and their supply chains across the UK, with turnover estimated at £41.2 billion in 2020. Both the British Energy Security Strategy and Net Zero Strategy aim to leverage an additional and unprecedented £100 billion of private investment, while supporting an additional 480,000 British jobs by 2030.

Over the past year, a range of companies have sought to invest in the UK's green infrastructure, creating jobs across the country, including:

- JDR Cable Systems in Hartlepool, who are on track with construction of a £130 million subsea cable facility in Blyth, creating 171 high quality local jobs on completion
- Siemens Gamesa, who are investing £186 million into expanding its offshore wind blade factory in Hull
- Rolls Royce, who have secured £490 million for its small modular reactors programme
- ScottishPower, who are investing £150 million into a 100MW green hydrogen plant in Felixstowe to power trains, trucks and ships

All this comes as there is clear support for climate action in the UK, but in a way that benefits the economy as well as the environment.

Jonathan Geldart, Director General of the Institute of Directors, said:

We welcome the government's commitment to working closely with business to make its world-leading net zero by 2050 target a reality.

The UK business community recognises the importance of building a sustainable economy and the transition to net zero is more important than ever, given the imperative of reducing business dependence on expensive fossil fuels. Business needs an evidence-based, long-term vision from government so that they can build net zero into their planning and maximise its economic potential.

We look forward to working with the government independent review in the coming months to ensure that the UK can deliver net zero in a way that maximises the opportunities for UK businesses.

Dan McGrail, Chief Executive at RenewableUK, said:

This review gives us the chance to ensure that the UK makes the most of cheap renewable power to deliver net zero at lowest cost and boost competitiveness across the economy.

Cheap, clean energy is fundamental to growing new high-value technologies, decarbonising the UK's industrial base and boosting exports.

Whether it's building up the supply chain for the £175 billion of planned investment in wind energy or developing a globally competitive green hydrogen sector, there are huge opportunities to further grow the UK's economy as we cut our dependence on fossil fuels.

Read the [Net zero review: terms of reference](#).

Under the UK's presidency of COP26, net zero commitments now cover more than 90% of global GDP – up from 30% 2 years ago. The Glasgow Climate Pact focused the eyes of the world on bolstering action, including getting 190 countries to agree to phasing out coal. And work continues to encourage countries to revisit and strengthen Nationally Determined Contributions (NDCs) that are not currently aligned with the Paris Agreement temperature goal.

Read the [Net Zero Strategy](#) and government's latest [British Energy Security Strategy](#).

[Report 10/2022: Wrong side signalling failure and derailment at Dalwhinnie, Badenoch and Strathspey](#)

[R102022_220926_Dalwhinnie](#)

PDF, 15.6 MB, 68 pages

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Summary

At around 03:01 hrs on 10 April 2021, an empty coaching stock train derailed at around 33 mph (53 km/h) after being wrongly diverted from the main line onto a crossover south of Dalwhinnie station, Badenoch and Strathspey. No one was injured. However, the consequences could have been much worse; the train could have been travelling much faster and carrying passengers or encountered a train travelling on the line to which the crossover led.

The train was wrongly diverted because, even though the signaller had recently called the double-ended set of points to be in a position for the route along the main line, the points at the facing end of the crossover had remained set towards the crossover, while the points at the trailing end had moved to the correct position. The signaller was able to clear the protecting signal, which allowed the train to approach the crossover in this condition, because of a wiring error in the signalling system that was introduced when the point machine at the trailing end was replaced some nine months earlier. The front of the train was directed over the crossover and then trailed through and forced apart the points at the trailing end. The signalling system only then detected that the points were not correctly set and automatically re-sent a command for both point ends to move to the position that the signaller had earlier commanded. This caused the points at the facing end to move under the train, which derailed the rear of train as it passed over them.

The wiring error was the result of two unwanted conductors, a wire strap and a metal link, within the replacement trailing end point machine. These conductors were only required when this type of point machine was installed at single-ended point locations. The local signalling maintenance team was responsible for installing and testing the replacement point machine. The team did not appreciate that the crossover at Dalwhinnie was unique to the area and that, because of the design of the point position detection circuit that the two point machines shared, these conductors needed to be removed from the point machine when it was installed.

The need to alter the internal wiring was not identified when the renewal work was planned. The point machine was tested and commissioned following processes that Network Rail prescribes for signalling maintenance work when installing a like- for- like replacement. The checks and wire counting that were required before and after the point machine was installed did not identify the wiring discrepancy. The last opportunity to identify the wiring error before the points were handed back into service was an out-of-correspondence test. However, the specified testing work was interrupted by the need to wait for the signaller to arrive at the signal box. As a result, this and other outstanding testing work was overlooked, the tester in charge believing that it had already been completed.

RAIB found a lack of clarity in Network Rail's signalling maintenance standards concerning the working arrangements of the appointed tester and of those carrying out this type of like-for-like installation work. It has identified this as a probable underlying factor.

Recommendations

RAIB has made five recommendations directed to Network Rail covering:

- the definition of the tasks and responsibilities of its signalling maintenance teams when carrying out pre-planned like-for-like equipment replacement work, and how the independence of testing and installation roles is best assured
- the provision of information and warnings for replaceable items of signalling equipment, and the effectiveness of pre-installation checks
- the arrangements for recording the progress and findings of signal maintenance testing.

Andrew Hall, Chief Inspector of Rail Accidents said:

"Some of the causes of the accident at Dalwhinnie bear an alarming similarity to those found in the multi-fatal accident at Clapham Junction in 1988, and the more recent collision at Waterloo in 2017 which caused huge disruption on routes into London. These accidents share a common theme, that an undetected wiring error resulted in the failure of the signalling system. At Dalwhinnie, this meant that the signalling system did not detect that some points were in an unsafe position, resulting in the derailment of a train. Thankfully no one was injured. However, the train could have been carrying passengers and travelling at a much higher speed, and the outcome very different.

"Wiring within a signalling system is safety critical and needs to be carefully checked and tested when engineering work is carried out. It is essential that long-established processes and assurance principles, introduced and developed as a result of earlier accidents, are followed. When essential technical information is not readily available, and testing is not completed or carried out in a truly independent manner, the consequences can be very serious.

"Those who don't remember the past are condemned to repeat it, has been said in many ways by many people. When it comes to fully understanding the importance of hard-learned lessons around the wiring of railway signalling, the accident at Dalwhinnie needs to act as another salutary reminder to the industry."

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.

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[New experiments for fusion energy record breaker JET](#)

A new wave of fusion energy experiments on the UK Atomic Energy Authority's record-breaking Joint European Torus (JET) started this month.

EUROfusion researchers are using the famous JET machine to conduct a series of tests using helium to help inform future operations at ITER, the fusion mega-project under construction in Southern France.

ITER is expected to start operations using helium and hydrogen test plasmas before commencing experiments with deuterium and tritium, the more efficient fuel used by JET to break the world record for sustained fusion energy at the end of 2021.

EUROfusion researchers will study the behaviour of the plasmas as well as test the impact of helium on JET's tungsten and beryllium wall to help ITER efficiently build up to full power operations. The new experiments at Culham Science Centre, Oxford, started this month and will run for up to 16 weeks.

Dr Tim Luce, ITER's Head of Science and Operation, said:

"An essential element of the ITER Research Plan is to explore control of the plasma interaction with the wall at high fusion temperatures. This needs to be addressed in the initial research phases before deuterium and tritium are used to produce fusion power in ITER.

"We have great expectations for how these experiments can help us optimise our plan to move as efficiently as possible into deuterium-tritium

operation.”

JET is unique in its capabilities not only for deuterium-tritium operation, but also for operating in the required high confinement mode with pure helium and with the ITER wall materials.

Fernanda Rimini, JET Senior Manager, said:

“The ground-breaking research and innovation being done in the UK, in the framework of the EUROfusion consortium and with our partners across the globe, is all geared towards making fusion energy a reality.

“JET is one of the most important machines in the history of fusion. After breaking the record for sustained energy last year, these important new experiments will prove more science and provide crucial data for the ITER team as they prepare for operations, ultimately saving time and money on our roadmap to delivering fusion power to the grid.”

Record JET results announced in February were the clearest demonstration worldwide of the potential for fusion energy, which is based on the same processes that power the sun and stars, to deliver safe and sustainable low carbon energy in the future.

The record fifty-nine megajoules of sustained fusion energy was produced at JET by researchers from the EUROfusion consortium of experts, students and staff from across Europe, co-funded by the European Commission.