

Pharmacist sentenced for supplying drugs on the black market

A registered pharmacist received a 28 months prison sentence at Wolverhampton Crown Court, on 13 January, for illegally supplying Class B and Class C controlled drugs to criminal associates on the black market. The drugs have an estimated street value of £280,490.

The successful prosecution followed an investigation by the Medicines and Healthcare products Regulatory Agency, which revealed that Jasper Ojela, 56, owner of a pharmacy in Dudley, illegally supplied opiate painkillers, tranquillisers and medications intended for the treatment of cancer. The cancer medications are valuable on the black market, as they are abused by bodybuilders to counteract the unwanted effects of other hormone medications.

MHRA inspectors became suspicious when Al Pharma, a UK based pharmaceutical wholesaler, reported that during an audit they found that the sale of medicines classified as 'controlled drugs' had not been recorded as such within the company's management system. This led to an investigation where evidence was gathered suggesting that the drugs supplied by Al Pharma were purchased by criminal groups. These groups illegally diverted medicines from the regulated supply chain by cloning the identity of genuine pharmaceutical companies located overseas and licensed pharmacies.

The investigation proved that Ojela was part of this scheme. Suspicions rose when inspectors noticed that Ojela's pharmacy was purchasing large quantities of medicines classified as Controlled Drugs, including Diazepam, Zolpidem and Zopiclone from pharmaceutical wholesalers. The quantities purchased were more than the normal amount of these medicines that are legitimately dispensed by a pharmacy against prescription.

While being interviewed by the police, Ojela admitted he was responsible for purchasing these drugs in order to divert the supply of medicines from the regulated market to others operating within the black market. He was paid by those associates operating in the black market.

Over a period of 8 months, between February and September 2016, Ojela illegally supplied over 200,000 doses of these drugs to criminal associates. He purchased these medicines from two different wholesalers. Following his arrest, Ojela admitted supplying the drugs whilst knowing that he did not hold the necessary MHRA and Home Office licences. He pleaded guilty to the offences at an earlier court hearing on 1 November 2019.

In addition to the prosecution and prison sentence, the MHRA is also taking court action against Ojela to recover the proceeds of his offending. The General Pharmaceutical Council, which is responsible for the professional regulation of registered pharmacists, is also pursuing disciplinary proceedings against Ojela.

Mark Jackson, MHRA Head of Enforcement, said:

“It is a serious criminal offence to sell controlled drugs which are also prescription only medicines without a prescription. “We work relentlessly with regulatory and law enforcement colleagues to identify and prosecute those involved. “Those who sell medicines illegally are exploiting vulnerable people and have no regard for their health. Prescription-only medicines are potent and should only be taken under medical supervision.”

Ends

Notes to Editor

1. [Medicines and Healthcare products Regulatory Agency](#) is responsible for regulating all medicines and medical devices in the UK by ensuring they work and are acceptably safe. All our work is underpinned by robust and fact-based judgements to ensure that the benefits justify any risks.
2. MHRA is a centre of the Medicines and Healthcare products Regulatory Agency which also includes the [National Institute for Biological Standards and Control \(NIBSC\)](#) and the [Clinical Practice Research Datalink \(CPRD\)](#). MHRA is an executive agency of the Department of Health and Social Care.

Foreign flagged ships detained in the UK during December 2019

During December, there were three new detentions of foreign flagged vessels in a UK port.

1. In response to one of the recommendations of Lord Donaldson’s inquiry into the prevention of pollution from merchant shipping, and in compliance with the EU Directive on Port State Control (2009/16/EC as amended), the Maritime and Coastguard agency (MCA) publishes details of the foreign flagged vessels detained in UK ports each month.
2. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows the ships with a high risk rating and poor detention records to be targeted for future inspection.

3. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency. When a ship is found to be not in compliance with applicable convention requirements, a deficiency may be raised. If any of their deficiencies are so serious they have to be rectified before departure, then the ship will be detained.
4. All deficiencies should be rectified before departure.
5. When applicable, the list includes those passenger craft prevented from operating under the provisions of the EU Directive on Mandatory Surveys for the safe operation of regular ro-ro ferry and high speed passenger craft services (1999/35/EU).

Notes on the list of detentions

- Full details of the ship. The accompanying detention list shows ship's International Maritime Organization (IMO) number which is unchanging throughout the ship's life and uniquely identifies it. It also shows the ship's name and flag state at the time of its inspection.
 - Company. The company shown in the vessel's Safety Management Certificate (SMC) or if there is no SMC, then the party otherwise believed to be responsible for the safety of the ship at the time of inspection.
 - Classification society. The list shows the classification society responsible for classing the ship only.
 - Recognised organisation. Responsible for conducting the statutory surveys: and issuing statutory certificates on behalf of the flag state
 - white (WL), grey (GL) and black lists (BL) are issued by the Paris MoU on 01 July each year and shows the performance of flag State.
- *Deficiencies The deficiencies listed are the ones which were detainable. Further details of other deficiencies can be provided on request.

SHIPS DETAINED IN DECEMBER 2019

Vessel Name: KEROS

GT: 42432

IMO: 9277735

Flag: Greece (white list)

Company: Eletson Corp

Classification society: Lloyds Register

Recognised organisation: Lloyds Register

Recognised organisation for ISM Doc: Lloyds Register

Recognised organisation for ISM SMC: Lloyds Register

Date and place of detention: 4th December at Immingham

Summary: Three deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
04114 – Emergency source of power – Emergency generator	Not as required	Yes

This vessel was released on 6th December 2019

Vessel Name: MBC DAISY

GT: 10154

IMO: 9609902

Flag: Italy (white listed)

Company: Mediterranean Bulk Holding L.T.D.

Classification society: RINA

Recognised organisation: RINA

Recognised organisation for ISM Doc: N/A

Recognised organisation for ISM SMC: N/A

Date and place of detention: 10th December 2019 at Birkenhead

Summary: Twelve deficiencies with six grounds for detention

Defective item	Nature of defect	Ground for Detention
15150 – ISM	Not as required	Yes
11110 – Stowage and provision of liferafts	HRU improp. fitted	Yes
11112 – Launching arrangements for survival craft	Inoperative	Yes
01220 – Seafarers' employment agreement (SEA)	Invalid	Yes
18204 – Non-payment of wages	Non-payment of wages	Yes
18313 – Cleanliness	Dirty	Yes

This vessel was still detained 31st December 2019

Vessel Name: ZHENG ZHI

GT: 43951

IMO: 9596090

Flag: Panama (white list)

Company: Fujian Ocean Ship Management

Classification society: Lloyds Register

Recognised organisation: Lloyds Register

Recognised organisation for ISM Doc: Lloyds Register

Recognised organisation for ISM SMC: Lloyds Register

Date and place of detention: 31st December at Immingham

Summary: Three deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
04114 – Emergency source of power – Emergency generator	Inoperative	Yes

This vessel was still detained 31st December 2019

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: LEIRIA

GT: 1921

IMO: 9248370

Flag: Antigua & Barbuda (white list)

Company: Baltnautic Shipmanagement Ltd

Classification society: BV

Recognised organisation: BV

Recognised organisation for ISM Doc: BV

Recognised organisation for ISM SMC: BV

Date and place of detention: 27th November 2019 at Hull

Summary: Fourteen deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
15150 – ISM	Not as required	Yes

This vessel was released 2nd December 2019

Vessel Name: JIREH

GT: 743

IMO: 7112204

Flag: Nigeria (not listed)

Company: Norled AS

Classification society: None

Recognised organisation: None

Recognised organisation for ISM Doc: None

Recognised organisation for ISM SMC: None

Date and place of detention: 26th November 2019 at Portland

Summary: Twenty-two deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
01140 – Maritime Labour Certificate	Missing	Yes
01106 – Document of Compliance (DOC/ISM)	Missing	Yes
01107 – Safety Management Certificate (SMC/ISM)	Missing	Yes
01199 – Other (Certificates)	Other	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained 31st December 2019

Vessel Name: KUZMA MININ

GT: 16257

IMO: 7721263

Flag: Russian Federation (Grey list)

Company: Murmansk Shipping Co

Classification society: RMRS

Recognised organisation: RMRS

Recognised organisation for ISM Doc: RMRS

Recognised organisation for ISM SMC: RMRS

Date and place of detention: 18th December 2018 at Falmouth

Summary: Thirteen deficiencies with six grounds for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers’ employment agreement (SEA)	Expired	Yes
18314 – Provisions quantity	Insufficient	Yes
01139 – Maritime Labour Certificate	Expired	Yes
01101 – Cargo Ship Safety Equipment (including exemption)	Survey out of window	Yes
10104 – Gyro compass	Inoperative	Yes
01104 – Cargo Ship Safety Radio 9 (including exemption)	Survey out of window	Yes

This vessel was still detained on 31st December 2019

Vessel Name: POSEIDON

GT: 1412

IMO: 7363217

Flag: Iceland (White list)

Company: Neptune EHF

Classification society: NA

Recognised organisation: NA

Recognised organisation for ISM Doc: DNV-GL

Recognised organisation for ISM SMC: DNV-GL

Date and place of detention: 19th July 2018 at Hull

Summary: Ten deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
02106 – Hull damage impairing seaworthiness	Holed	Yes
07113 – Fire Pumps	Insufficient Pressure	Yes

This vessel was still detained on 31st December 2019

Vessel Name: TECOIL POLARIS

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list)

Company: Tecoil Shipping Ltd

Classification society: RMRS

Recognised organisation: RMRS

Recognised organisation for ISM DOC: RMRS

Recognised organisation for ISM SMC: RMRS

Date and place of detention: 6th June 2018 at Immingham

Summary: Twenty-seven deficiencies with eight grounds for detentions

Defective item	Nature of defect	Ground for Detention
10105 – Magnetic compass	Inoperative	Yes
10104 – Gyro compass	Inoperative	Yes
11129 – Operational readiness of lifesaving appliances	Not as required	Yes
10127 – Voyage or passage plan	Not as required	Yes
15150 – ISM	Not as required	Yes
11104 – Rescue boats	Not properly maintained	Yes
11101 – Lifeboats	Not ready for use	Yes
01117 – International Oil Pollution Prevention (IOPP)	Invalid	Yes

This vessel was still detained on 31st December 2019

Vessel Name: CIEN PORCIENTO (General Cargo)

GT: 106.

IMO No: 8944446.

Flag: Unregistered.

Company: Open Window Inc.

Classification society: Unclassed.

Recognised organisation: Not applicable.

Recognised organisation for ISM DOC: Not applicable.

Recognised organisation for ISM SMC: Not applicable

Date and place of detention: 4 March 2010, Lowestoft

Summary: Thirty deficiencies including seven grounds for detention

This vessel was still detained on 31st December 2019

Notes to Editors • The MCA is a partner in the Sea Vision UK campaign to raise awareness and understanding of the sea and maritime activities. Sea Vision promotes the importance and economic value of the sector and works to highlight the exciting range of activities and career opportunities available to young people within the UK growing maritime sector.

- Follow us on Twitter: @MCA_media

For further information please contact Maritime and Coastguard Agency Press Office, on: +44 (0) 2380 329 401 Press releases and further information about the agency is available [here](#).

[Vacancy Notice](#)



Vacancy Notice

The Northern Ireland Office (NIO) is seeking to appoint a Lead Non-Executive Director to its Management Board.

In addition to his/her responsibilities as a Board Member, the role of the Lead Non-Executive Director is to chair the Department's Audit and Risk Committee.

The successful candidate will be expected to take up the position in May 2020.

Full details, including information on how to apply is available at:
<http://publicappointments.cabinetoffice.gov.uk/appointment/lead-non-executive-director-northern-ireland-office/>

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Revolutionary Artificial Intelligence warship contracts announced

The funding aims to revolutionise the way warships make decisions and process thousands of strands of intelligence and data by using Artificial Intelligence (A.I.).

Nine projects will share an initial £1 million to develop technology and innovative solutions to overcome increasing 'information overload' faced by crews as part of DASA's Intelligent Ship – The Next Generation competition.

Defence Minister James Heappey said:

The astonishing pace at which global threats are evolving requires new approaches and fresh-thinking to the way we develop our ideas and technology. The funding will research pioneering projects into how A.I and automation can support our armed forces in their essential day-to-day work.

Intelligent Ship is focused on inventive approaches for Human-AI and AI-AI teaming for defence platforms – such as warships, aircraft, and land vehicles – in 2040 and beyond.

DASA, on behalf of the Defence Science and Technology Laboratory (Dstl), is looking at how future defence platforms can be designed and optimised to exploit current and future advances in:

- Automation
- Autonomy
- Machine learning
- Artificial Intelligence

These key areas of research will look to address the complex and constantly evolving threats to national security.

This work will inform requirements then develop applications essential to the future force in an increasingly complex and A.I. driven environment. Although titled Intelligent Ship, a warship is just the prototype demonstrator for this competition – the project will inform development relevant to all defence equipment and military services.

Julia Tagg, Dstl A.I. Lab, said:

This DASA competition has the potential to lead the transformation of our defence platforms, leading to a sea change in the

relationships between AI and human teams. This will ensure UK defence remains an effective, capable force for good in a rapidly changing technological landscape.

Crews are already facing information overload with thousands of sources of data, intelligence, and information. By harnessing automation, autonomy, machine learning and artificial intelligence with the real-life skill and experience of our men and women, we can revolutionise the way future fleets are put together and operate to keep the UK safe.

The competition, currently backed by a total of £4 million over two phases, has the potential to transform the way the Royal Navy, British Army and Royal Air Force equipment platforms are designed, work together, operated and manned by the 2040s.

Innovations developed in phase 1 of the competition could later help determine the different platform types, size and role of future platforms as well potentially being adapted and integrated into the existing fleet.

DASA Delivery Manager Adam Moore said:

DASA brings together the brightest minds in science, industry and academia to turbocharge innovations to keep the UK, as well as those who protect us, safe from emerging and evolving threats to our way of life.

This project will ensure the Royal Navy and all our Armed Forces stays one step ahead of our adversaries.

[E3 Foreign Ministers' statement on the JCPoA: 14 January 2020](#)

We, the Foreign Ministers of France, Germany and the United Kingdom, share fundamental common security interests, along with our European partners. One of them is upholding the nuclear non-proliferation regime, and ensuring that Iran never develops a nuclear weapon. The Joint Comprehensive Plan of Action (JCPoA) plays a key role in this respect, as our Leaders have just unambiguously reaffirmed. The JCPoA is a key achievement of multilateral diplomacy and the global non-proliferation architecture. We negotiated the JCPoA with the conviction that it would decisively contribute to building confidence in the exclusively peaceful nature of Iran's nuclear programme, as well as to international peace and security.

Together, we have stated unequivocally our regret and concern at the decision by the United States to withdraw from the JCPOA and to re-impose sanctions on Iran. Since May 2018, we have worked together to preserve the agreement. The E3 have fully upheld our JCPOA commitments, including sanctions-lifting as foreseen under the terms of the agreement. In addition to the lifting of all sanctions, required by our commitments under the agreement, we have worked tirelessly to support legitimate trade with Iran, including through the INSTEX special purpose vehicle.

Following Iran's announcement in May 2019 that it would cease meeting some of its commitments under the JCPOA, we have sought to persuade Iran to change course. The E3 have worked hard to address Iran's concerns and bring it back into compliance with its commitments under the nuclear agreement. We have also undertaken and supported diplomatic efforts, such as France's initiative, to deescalate tensions and to bring Iran and the US to the negotiating table for a comprehensive negotiated solution. The E3 remain fully committed to this diplomatic effort and intend to resume it as soon as conditions allow.

However, in the meantime Iran has continued to break key restrictions set out in the JCPOA. Iran's actions are inconsistent with the provisions of the nuclear agreement and have increasingly severe and non-reversible proliferation implications.

We do not accept the argument that Iran is entitled to reduce compliance with the JCPOA. Contrary to its statements, Iran has never triggered the JCPOA Dispute Resolution Mechanism and has no legal grounds to cease implementing the provisions of the agreement.

We publicly stated our concerns, along with the High Representative of the European Union, on 11 November. At the Joint Commission on 6 December, we made clear to Iran that unless it reversed course, we would have no choice but to take action within the framework of the JCPOA, including through the Dispute Resolution Mechanism.

Instead of reversing course, Iran has chosen to further reduce compliance with the JCPOA and announced on 5 January that "the Islamic Republic of Iran, in the fifth step in reducing its commitments, discards the last key component of its limitations in the JCPOA, which is the 'limit on the number of centrifuges'", and that "the Islamic Republic of Iran's nuclear program no longer faces any operational restrictions", including on enrichment and enrichment-related matters.

We have therefore been left with no choice, given Iran's actions, but to register today our concerns that Iran is not meeting its commitments under the JCPOA and to refer this matter to the Joint Commission under the Dispute Resolution Mechanism, as set out in paragraph 36 of the JCPOA.

We do this in good faith with the overarching objective of preserving the JCPOA and in the sincere hope of finding a way forward to resolve the impasse through constructive diplomatic dialogue, while preserving the agreement and remaining within its framework. In doing so, our three countries are not

joining a campaign to implement maximum pressure against Iran. Our hope is to bring Iran back into full compliance with its commitments under the JCPoA.

France, Germany and the United Kingdom once again express our commitment to the JCPoA and our determination to work with all participants to preserve it. We remain convinced that this landmark multilateral international agreement and its non-proliferation benefits enhance our shared security interests and strengthen the rules-based international order.

We are grateful to the Russian Federation and People's Republic of China, with whom we remain in close consultation, for joining us in our common endeavor to preserve the JCPoA. We also thank the High Representative of the European Union for his ongoing good offices in this regard. Given recent events, it is all the more important that we do not add a nuclear proliferation crisis to the current escalation threatening the whole region.