

Fishermen in over 12m fleet urged to register now to be ready for EU exit



Access for UK boats to fish in EU, Norwegian or Faroese waters after the UK leaves the EU will be a matter for negotiation. Should access to fishing be agreed, fishermen in the over 12m fleet will have to ensure their vessel has an IMO number to be licensed to fish outside UK waters when we leave the EU.

The UKFAs are urging fishermen to apply to the IMO now to make certain they have registered in good time for the UK's departure.

IMO registration is free. UK fishing vessels will also have to submit their number to the Single Issuing Authority (SIA), established by the Marine Management Organisation (MMO) on behalf of the UKFAs, to manage licensing for commercial fishing in non-UK waters. The deadline for IMO numbers to be submitted to the SIA is the end of September.

Fishermen can download the IMO registration application form [here](#). Fishing vessel owners should complete the form and send it to ship.imo@ihs.com to register with the IMO.

When fishermen have received their IMO number they should email it to the SIA at UKSIA@marinemanagement.org.uk along with their Port Letter and Number (PLN) and Registry of Shipping and Seamen (RSS) number.

All skippers and vessel owners, whether they have an IMO number or not, are also asked to register their email address with the SIA, to speed up issuing of the new licences that will be required when the UK leaves the EU.

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1. 22 August 2019 New link added
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One million granted status under the EU Settlement Scheme

The Home Office has today (15 August 2019) announced that over one million people have been granted settled or pre-settled status under the EU Settlement Scheme.

The milestone comes 4 and a half months after the scheme fully launched on 30 March 2019. More than 50,000 people applied in the opening weekend alone.

Minister of State for the Home Office Brandon Lewis said:

EU citizens have made incredible contributions to our country – which is why I’m so pleased that over one million people have been granted status, enshrining their rights in law.

The EU Settlement Scheme is designed to make it straightforward for EU citizens and their family members to stay after the UK leaves the EU. To apply they only need to complete 3 key steps – prove their identity, show that they live in the UK and declare any criminal convictions.

There is a wide range of support available for EU citizens and their families via phone, email and in person. This includes a dedicated Settlement Resolution Centre, over 300 Assisted Digital locations supporting those with limited computer access or skills and a network of 57 organisations, funded by the Home Office, helping vulnerable people such as the homeless, disabled and elderly to apply.

Barbara Drozdowicz, Chief Executive Officer at the East European Resource Centre said:

We are delighted that the EU Settlement Scheme has reached this important landmark.

So far, our charity has helped more than 700 vulnerable people from Central and Eastern Europe to submit applications to the scheme.

The Home Office has today published the latest statistics on the EU Settlement Scheme up to 31 July 2019, showing that the highest number of applications has come from Polish, Romanian, Italian and Portuguese people.

Employers are also stepping in to support their own staff to make applications and making use of a Home Office employers toolkit, designed to give them practical advice to support their staff.

Neil Yorke, Director at The Best Connection said:

The Best Connection is proud to be one of the largest employers of EU nationals in the UK.

We have received helpful guidance from the Home Office which, along with our own initiatives, has encouraged our EU national workforce to apply and obtain status so that they continue to live and work in the UK after Brexit.

Deal or no deal, EU citizens and their family members will have until at least 31 December 2020 to apply. The figure of one million people having been granted status has been obtained from internal management information and is not part of the published statistics.

AAIB report: Agusta Westland AW189, loss of visual references

The helicopter was tasked to rescue three climbers on the mountain at night. The crew made several attempts to reach them from different directions, but due to low cloud were unable to do so. On the fourth attempt, from another direction, the visual references seen through each pilot's night vision system were lost and a turn back down the re-entrant was attempted.

Due to the proximity of the ground, the pilot climbed the helicopter but lost airspeed after which the helicopter yawed to the right. The pilot flying attempted to use the autopilot system upper modes to assist him but decoupled them because they caused the collective control lever to lower. The helicopter spot-turned through 370 degrees before it cleared the top of the cloud. Control was regained and the aircraft subsequently landed. The climbers were recovered on foot by the mountain rescue team.

Shortly after the incident, the operator introduced a scenario-based training exercise for all pilots that reproduced the incident during six-monthly recurrent training and testing. The training was continued with an emphasis on unusual attitude recovery.

[Read the report.](#)

Report 11/2019: Serious operational irregularity at Bagillt user worked crossing

Summary

At around 11:57 hrs on Friday 17 August 2018, a passenger train passed over Bagillt user worked level crossing, Flintshire, shortly after a very large road vehicle had crossed. Railway signals had not been set to stop trains from approaching the crossing. A person assisting the vehicle driver, who was walking back over the crossing to close the gates behind the vehicle, was alarmed to see the approaching train and ran off the crossing.

The vehicle driver's assistant had telephoned the signaller and obtained his permission before crossing the railway, but the signaller had not stopped trains approaching when a large vehicle needed to cross the railway, as required by the Rule Book. The user had not told the signaller that the vehicle was large, as required by a sign displayed at the crossing. The signaller did not ask questions to establish the size of the vehicle, and did not know that most people using this crossing did so with heavy goods vehicles, although some Network Rail staff were aware of this. Network Rail was unaware that this exceptionally heavy vehicle, subject to special requirements when on public roads, used the crossing regularly.

Underlying factors relate to Network Rail's processes for risk management at this type of level crossing. These did not provide railway staff or road users with a coherent and consistent process for deciding when a vehicle should be treated as 'large', and did not provide an effective interface between signallers, crossing users and railway staff responsible for liaison with users and inspecting level crossings. An observation identifies further shortcomings in the information provided to signallers.

Recommendations

The report contains one recommendation addressed to Network Rail, seeking improvements in its management processes for user worked crossings with telephones.

The report also contains two further observations. One, relating to how signallers decide when it is safe for users to cross the railway at level crossings, provides evidence supporting the need for Network Rail to complete implementation of a previous RAIB recommendation. The other notes poor application of safety critical communication protocols in some training material.

The RAIB has identified five learning points. Four relate to dealing with requests to cross the railway at user worked level crossings. These cover clear communication about the characteristics of road vehicles needing to

cross the railway, the circumstances when signal protection is needed, making allowance for differing train speeds when deciding when it is safe for users to cross and achieving safety critical communication standards when speaking with members of the public. The final learning point relates to correct use of safety critical communication protocols in training material.

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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National Statistics: Farming statistics – provisional arable crop areas as at 1 June 2019, England

Results for arable crop areas from the June surveys of agriculture and horticulture.