

## **News story: Appointment of the Prisons and Probation Ombudsman**

Sue McAllister has been appointed as the Prisons and Probation Ombudsman (PPO) from 15 October 2018 for 3 years.

PPO carries out independent investigations into deaths and complaints in custody. PPO has 2 main duties:

- to investigate complaints made by prisoners, young people in detention (prisons and secure training centres), offenders under probation supervision and immigration detainees
- to investigate deaths of prisoners, young people in detention, approved premises' residents and immigration detainees due to any cause, including any apparent suicides and natural causes

The appointment and re-appointment of PPO is made by the Secretary of State for Justice and are regulated by the Commissioner for Public Appointments. This appointment has been made in line with the Governance Code on Public Appointments.

### **Brief biography**

From 2012 to 2016, Mrs McAllister was the Director of Reducing Offending and Prison Service Director General, Department of Justice (DOJ), Northern Ireland. She has held senior policy roles including Head of Public Sector Bids Unit at the National Offender Management Service (NOMS), and operational management roles in HM Prison Service and NOMS as Prison Governor, Head of Security Group and Area Manager for the West Midlands.

Mrs McAllister also led an independent investigation into a serious disturbance at an Immigration Removal Centre for the Home Office, and was a member of an independent review into a sensitive death in custody.

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## **Press release: Foreign flagged ships detained in the UK during September 2018**

During September, there were two new detentions of foreign flagged vessels in a UK port, three vessels remained under detention from previous months. A total of three vessels remain under detention at the end of September.

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 if at all possible.
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.

#### **SHIPS DETAINED IN SEPTEMBER 2018**

**Vessel Name: DEEP CYGNUS**

GT: 9423

IMO: 9479541

Flag: Norway (White list)

Company: Volstad Management AS

Classification Society: DNVL-GL

Recognised Organisation: DNV-GL

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: DNV-GL

Date and Place of Detention: 2nd September 2018 at Peterhead

Summary: Seven deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
07110 – Fire Fighting equipment and appliances	Missing	Yes
18432 – Risk evaluation, training and instructions to seafarers	Missing	No
01126 – Document of compliance Dangerous Goods	Missing	Yes
01135 – Document of carriage of Dangerous Goods	Missing	Yes
04109 – Fire drills	Lack of training	No
12108 – Personal protection	Missing	Yes
12112 – Dangerous goods/harmful substances in pack form	Lack of familiarity	Yes

This vessel was released on 4th September 2018

**Vessel Name: VON ADLER**

GT: 2469

IMO: 9184433

Flag: Cook Islands (Black list)

Company: Nismar Shipping Ltd

Classification Society: BV

Recognised Organisation: NA

Recognised Organisation for ISM Doc: NA

Recognised Organisation for ISM SMC: NA

Date and Place of Detention: 26th September 2018 at Ipswich

Summary: Sixteen deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
10106 – Compass correction log	Not as required	No
05107 – Maintenance/duplication of equipment	Not as required	No
10105 – Magnetic compass	Not as required	No
10127 – Voyage or passage plan	Missing	Yes
10103 – Radar	Insufficient	No
10111 – Charts	Not updated	Yes
10119 – Rudder angle indicator	Inoperative	No
10135 – Monitoring of voyage or passage plan	Not as required	Yes
07110 – Fire fighting equipment and appliances	Not as required	No
15150 – ISM	Not as required	Yes
16101 – Security related defects	Not as required	No
02107 – Ballast, fuel and other tanks	Not as required	No
11117 – Lifebuoys incl. provisions and disposition	Not as required	No
07199 – Other (fire safety)	Other	Yes
11131 – Onboard training and instructions	Missing instructions	No
02105 – Steering gear	Not as required	No

This vessel was released on 28th September 2018

## **DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS**

**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
01199 – Other certificates	Other	No
01218 – Medical	Incorrect language	No
02106 – Hull damage impairing seaworthiness	Holed	Yes
07113 – Fire Pumps	Insufficient Pressure	Yes
07103 – Divisions – Decks, bulkheads and penetrations	Not as required	No
12107 – Ballast, fuel and other tanks	Not as required	No
07105 – Fire doors/openings in fire resisting divisions	Not as required	No
01101 – Cargo Ship Safety Equipment (including exemption)	Missing	No
01102 – Cargo Ship Safety Construction (including exemption)	Missing	No
01104 – Cargo Ship Safety Radio (including exemption)	Missing	No

This vessel was still detained on 30th September 2018

### **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
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01123 – Continuous synopsis record	Entries missing	No
01218 – Medical certificate	Missing	No
01320 – Garbage record book	Incorrect	No
01308 – Record of seafarers' daily hours of work or rest	False	No
04110 – Abandon ship drill	Insufficient frequency	No
10105 – Magnetic compass	Inoperative	Yes
10128 – Navigation bridge visibility	Not as required	No
10104 – Gyro compass	Inoperative	Yes
11122 – Radio life-saving appliances	Inoperative	No
11129 – Operational readiness of lifesaving appliances	Not as required	Yes
04109 – Fire drills	Lack of communication	No
10127 – Voyage or passage plan	Not as required	Yes
10123 – International code of signals – SOLAS	Missing	No
15150 – ISM	Not as required	Yes
05110 – Facilities for reception of marine safety inform.	Not as required	No
05199 – Other (radiocommunication)	Other	No
11104 – Rescue boats	Not properly maintained	Yes
11101 – Lifeboats	Not ready for use	Yes
10101 – Pilot ladder and hoist/pilot transfer arrangements	Unsafe	No
06105 – Atmosphere testing instrument	Not properly maintained	No
07105 – Fire doors/openings in fire resisting divisions	Not as required	No
01117 – International Oil Pollution Prevention (IOPP)	Invalid	Yes
14604 – Bunker delivery note	Not as required	No
01315 – Oil record book	Not properly filled	No
02105 – Steering gear	Not properly maintained	No
02108 – Electrical installations in general	Not properly maintained	No
11134 – Operations of life saving appliances	Lack of familiarity	No

This vessel was still detained on 30th September 2018

**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 30th September 2018

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 at [www.seavision.org.uk](http://www.seavision.org.uk)

• 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](#).

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- 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](#).

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## **Press release: HS2 launches public consultations on plans to extend the railway north**

Construction of the Phase One route between Birmingham and London is now well underway with 7,000 jobs already supported through the project. When construction peaks, as the full network progresses, that figure is forecast to rise to 30,000.

HS2 destinations on the Phase 2b route will benefit significantly from the jobs and business growth that HS2 will bring to the region. Around 2,000 companies have already been awarded contracts working on the project, and we expect that number to increase significantly as plans for Phase Two of the railway progress.

This morning 2 new public consultations were launched on the Phase 2b route, which will serve communities between the West Midlands, Manchester and Leeds. The 10 week consultations, which close on 21 December, will give communities the opportunity to formally respond to HS2 Ltd's designs and proposed mitigation measures for the Phase 2b route. Responses are invited from the

public on HS2 Ltd's:

- working draft Environmental Statement, which describes the design of the railway and reports on the impacts of its construction and operation, alongside the measures proposed to reduce and monitor these impacts; and
- the working draft Equality Impact Assessment Report, which considers the potential effects of the construction and operation of the railway on people with protected characteristics.

The public consultations will be supported by [a programme of community events](#), which will see teams from HS2 Ltd visit locations across the eastern and western legs of the Phase 2b route to talk to people about the design plans and the benefits that Britain's new high speed railway will bring.

Leonie Dubois, HS2 Ltd's Head of Consultation and Engagement, said:

HS2 is coming to the north and it will reap significant benefits as a result. High speed rail will play a crucial role in rebalancing Britain's economy; driving business growth, stimulating investment and creating jobs right across the country.

Through the public consultations, we are providing a more detailed account of how we propose to build the railway and minimise its impacts during construction and operation. We actively encourage people to have their say on the plans we have published today.

Residents and businesses across the Phase 2b route are invited to view the latest designs and respond to the public consultations. [A new online resource](#) has been created to help people find information about HS2 in their local area.

## **Press and media enquiries**

For enquiries during office working hours, Monday to Friday, 9am to 5pm  
020 7944 6149

For enquiries outside of these hours and at the weekend  
020 7944 0550

The press and media enquiries line is for accredited journalists only

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# Press release: Chief Inspector sets out vision for new Education Inspection Framework

## Summary:

- Amanda Spielman proposes 4 new inspection judgements
- schools will no longer receive a separate grade for outcomes for pupils
- focus will be on the substance of education and a broad curriculum
- more involvement for classroom teachers
- consultation on draft framework to be launched in January

Her Majesty's Chief Inspector, Amanda Spielman today announced details of planned changes to the way Ofsted inspects schools, colleges, further education institutions and early years settings from September 2019. These changes will move Ofsted's focus away from headline data to look instead at how schools are achieving these results, and whether they are offering a curriculum that is broad, rich and deep, or simply teaching to the test.

Speaking to school leaders at the annual SCHOOLS NorthEast summit in Newcastle, Ms Spielman said that these changes will be designed to allow teachers and leaders to focus more of their time on the real substance of education.

Read the [Chief Inspector's full speech at the SCHOOLS NorthEast summit](#).

Ms Spielman acknowledged that the current inspection model has contributed to excessive workload in some schools, much of which falls on classroom teachers. She said that when it comes to assessing a school, Ofsted should complement, rather than intensify, performance data. It should reward school leaders who are ambitious for their pupils, rather than those who jump through hoops. Therefore, the new framework will place greater emphasis on the substance of education, and actively discourage unnecessary data collection.

Ms Spielman said:

For a long time, our inspections have looked hardest at outcomes, placing too much weight on test and exam results when we consider the overall effectiveness of schools. The cumulative impact of performance tables and inspections, and the consequences that are hung on them, has increased the pressure on school leaders, teachers and indirectly on pupils to deliver perfect data above all else.

But we know that focusing too narrowly on test and exam results can often leave little time or energy for hard thinking about the curriculum, and in fact can sometimes end up making a casualty of it. The bottom line is that we must make sure that we, as an inspectorate, complement rather than intensify performance data.

Because our curriculum research, and a vast amount of sector feedback, have told us that a focus on performance data is coming at the expense of what is taught in schools. Our new focus will change that, bringing the inspection conversation back to the substance of young people's learning and treating teachers as experts in their field, not just data managers. I don't know a single teacher who went into teaching to get the perfect progress eight score. They go into it because they love what they teach and want children to love it too. That is where the inspection conversation should start and with the new framework we have an opportunity to do just that.

Ms Spielman announced that Ofsted will consult on the introduction of a new judgement for 'quality of education'. This will replace the current 'outcomes for pupils' and 'teaching, learning and assessment' judgements with a broader, single judgement.

This new judgement will allow Ofsted to recognise primary schools that, for example, prioritise phonics and the transition into early reading, and which encourage older pupils to read widely and deeply. And it will make it easier for secondary schools to do the right thing, offering children a broad range of subjects and encouraging the take up of core EBacc subjects at GCSE, such as the humanities and languages, alongside the arts and creative subjects.

At the same time, Ofsted will challenge those schools where too much time is spent on preparation for tests at the expense of teaching, where pupils' choices are narrowed, or where children are pushed into less rigorous qualifications purely to boost league table positions.

The Chief Inspector also announced the 3 other inspection judgements that Ofsted will consult on:

- personal development
- behaviour and attitudes
- schools' leadership and management

The 'personal development, welfare and behaviour' judgement in the current framework will be split into 2 distinct areas. This change recognises the difference between behaviour and discipline in schools, and pupils' wider personal development and their opportunities to grow as active, healthy and engaged citizens.

An overall effectiveness judgement will continue to be awarded, and all judgements will be made using the current 4 point grading scale.

Responding to the suggestion that these changes should be postponed for a



year, Ms Spielman said that she was confident that this will be the most researched, evidence-based and tested framework in Ofsted's history, and that to delay would let children and teachers down. She also addressed concerns that Ofsted will have a preferred approach to the curriculum.

Ms Spielman said:

We are not talking here about an Ofsted-approved approach. We are talking about an approach that leaves plenty of space for diversity, but nevertheless makes it possible to recognise and discourage things that just aren't good enough. Our curriculum research showed quite clearly that it's possible to acknowledge a range of successful curricular approaches – approaches that cross any perceived ideological divide.

She continued:

With teacher workload and retention such pressing issues, I am firmly of the view that a focus on substance will help to tackle excessive workload. It will move inspection more towards being a conversation about what actually happens in schools. Those who are bold and ambitious and run their schools with integrity will be rewarded as a result.

And we know from talking to you, as well as from our research, that this is the right way to go. One year of delay in this framework is the equivalent of more than 8 million child years of delay and half a million teacher years of delay. In the middle of a teacher recruitment crisis, the changes to inspection simply can't wait.

Ms Spielman said the new framework will make it easier to recognise and reward the good work done by schools in areas of high disadvantage. By shifting the focus away from outcomes, Ofsted hopes to reverse the incentive for schools to put overall results ahead of individual children's needs. These changes will empower schools to always put the child first and make teaching in high disadvantage schools even more rewarding. In turn, this will encourage the best teachers to work in the schools that need them most, rather than those where their career may feel safest.

In January, Ofsted will launch a consultation on the new inspection framework. Unlike previous consultations, views will also be sought on each individual inspection handbook. Ofsted will consider all responses carefully before finalising the framework. Further details of the consultation and how to respond will be published early next year.

## Notes

The 4 judgements inspectors make under the current education inspection

framework are:

- effectiveness of leadership and management
- quality of teaching, learning and assessment
- personal development, behaviour and welfare
- outcomes for children and learners