

Strong progress towards a Child First youth justice system

Today we published our [Annual Report and Accounts for 2021 to 2022](#). This was my first annual report as Chief Executive Officer of the Youth Justice Board (YJB), and I would like to place on record my thanks to all those who have helped produce this report and ensure its accuracy.

The opportunity to lead the Youth Justice Board as Chief Executive is enormously exciting, and there is nothing more important for me than improving the life chances of children. When I was working in adult prisons, I saw first-hand the consequences of failure and I believe, as a result, you will not find anyone more determined to ensure we are effective in keeping children out of the system and supporting them to live happy, safe, crime-free lives.

Our activity over the past year was yet again set against the backdrop of the pandemic. At the YJB, we continued to follow a fully remote operating model from March 2020 up to January 2022. Following consultation with our staff we subsequently developed a hybrid model, enabling our staff to return to face-to-face working, where appropriate, whilst allowing the organisation to attract and support diverse talent with an increase in national rather than London-based contracts.

Despite us seeing the easing of COVID-19 restrictions across England and Wales, the challenges for both children and the sector were still evident, and we have yet to see the full impact this has had on their lives and futures. Reduced access to education and other critical support services, increased trauma and mental illness, fewer opportunities for safeguarding and more opportunities for online exploitation all form a worrying reality for children and those across the sector.

Of course, we welcome the past year's continued falls in the number of children entering the justice system and those who received a caution or sentence. Reoffending rates decreased again, and the youth custody population stands at an all-time low. But there is no room for complacency: as highlighted recently in a review by the National Audit Office, we have serious grounds to expect a worsening of this picture in the immediate future, with a potential doubling of children in custody by 2024. Long term impacts of the pandemic, combined with the economic shocks that have followed it, seem likely to make far more children far more at risk of coming into the criminal justice system. The YJB will grasp with both hands the challenge of ensuring that the gains made in recent years are sustained.

But, while I welcome these reductions, overwhelmingly I was saddened by yet more evidence of the shocking disparity for children from ethnic minorities. In particular, children with Black and Mixed ethnicities are significantly overrepresented at every stage in the youth justice system. We have undertaken a wide range of activity over the past year to tackle this issue

which includes commissioning two research projects with a focus on disproportionality, sharing area level detail on disparity with Police and Crime Commissioners and taking forward an initiative to get children from ethnic minorities into employment. We have also continued to work with our partners, such as the Magistrates Association, to help tackle these disparities, including the development of a checklist for magistrates, to further guard against any potential bias in decision-making.

I was pleased to see that strong progress was made towards our vision of a Child First youth justice system. In essence, we want a system which treats children as children and supports them to become the best version of themselves.

We've never been under any illusions about how ambitious this goal is and recognise that it will take a concerted effort from us and all our partners. Nevertheless, we are up for the challenge and the potential benefits to children and our communities alike far exceed any drawbacks. Significant activity over the past year includes work in Wales to develop trauma informed approaches and services in support of its Youth Justice Blueprint. Also, across both England and Wales we commissioned a joint prevention and diversion project to help us increase our understanding and oversight of how this work is delivered by youth justice services.

This year we also took the opportunity to review the pathfinder model that was introduced in 2018. The review found that the pathfinder model was a worthwhile element of sector improvement work. It was also clear that the underlying principles of pathfinders were sound and the introduction of a formal selection process would improve the model further. All current pathfinders will continue as planned and we are designing the selection process for the next pathfinders. We are working to have the new approach in place ready for the 2023/24 financial year.

In December 2021, we secured Board approval for an exciting new initiative to maximise our impact, rebalance how we deliver our statutory functions and change our focus from being driven by risk to being driven by benefits. Known as our 'new sense of purpose', this change programme will allow a significant review of our current position and consider how we deploy our people, manage processes, provide advice and invest tax-payers money, including the youth justice grant.

Finally, I would like to thank YJB staff and our colleagues and partners across the system for the welcome shown to me as I started my new role. I remain in awe of your relentless determination to improve the lives of children in the youth justice system and all that you have achieved over the past year.

Unique opportunity for healthcare professionals to influence future MHRA safety communications and safety reporting systems

Press release

Healthcare professionals asked to share their views on how they want to receive safety information from the UK medicines and medical devices regulator

How can we help
you deliver the best
care for patients?



Healthcare professionals and their professional bodies have a unique opportunity to share their views and influence the Medicines and Healthcare products Regulatory Agency's (MHRA) safety communications and safety reporting systems.

A 14-week public consultation has been launched today to enable healthcare professionals across the UK to have their say on how they wish to receive vital safety information, how they'd like to be engaged, and to feedback on the Yellow Card safety reporting system. Views expressed during the consultation will support healthcare professionals to deliver the best care to patients.

The MHRA is the UK regulator of medicines and medical devices and its engagement with healthcare professionals is crucial in helping get safe and effective medicines and medical devices to patients, in ensuring that patients are adequately informed of the benefits and risks and that safety concerns are reported and can be acted on quickly.

General practitioners, nurses, pharmacists, dentists, midwives, specialty care doctors, technicians and other registered medical professionals, including professional bodies and Royal Colleges, are asked to provide views on four key areas. These are: safety reporting systems; MHRA advice and regulatory decisions; awareness and understanding of the MHRA's safety role; and how easy it is for healthcare professionals to share their views and

expertise with the Agency.

Dr June Raine, MHRA Chief Executive, said:

All healthcare professionals want to deliver the best outcomes for patients, and we share this goal. Effective engagement and communication with healthcare professionals are therefore vital for the MHRA to support healthcare professionals and patients to make informed decisions about care and treatment.

It is crucial for us to understand how we can build on and improve our safety communications and reporting systems, to better support healthcare decisions.

We want to learn from a wide range of healthcare professionals and use this to develop a new approach that improves how safety information and reporting systems are communicated and used.

I want to encourage every healthcare professional and representative organisation to respond to this consultation. Learning from your experiences and your views on what we need to improve will give us a clear direction on how to tailor our engagement most effectively.

[Details about the consultation, including how to take part](#)

Notes to Editors

Published 13 October 2022

Disposal of marine pyrotechnics from the pleasure vessel sector to change

This will replace the voluntary and temporary scheme which His Majesty's Coastguard has been providing since 2010 from 17 of its stations and the RNLI at its headquarters in Poole, Dorset.

The new arrangements, supported by both British Marine and the Royal Yachting Association, will provide a website showing links to businesses offering disposal services across the UK.

On the 31 December 2022, the current HM Coastguard scheme will end, and the Maritime and Coastguard Agency (MCA) has been working with Department for Transport and the sector to find a service of the same standard to replace

it.

Claire Hughes, Director of His Majesty's Coastguard, the frontline emergency service of the MCA said she welcomed the innovative approach from the industry. She said:

This is a very important breakthrough and I'm very grateful to British Marine and the Royal Yachting Association together with the wider marine and waste disposal industries for working to find and provide a solution to this ongoing challenge.

Providing disposal services for these redundant marine pyrotechnics is really important as they can put public safety and the marine and coastal environment at risk.

Also, by doing this, the industry is helping and supporting HM Coastguard by making sure we can be fully focussed on saving lives at sea and supporting coastal communities in making our coast and waters a safer place for all.

The new arrangements, which will continue to build over time, will offer solutions to not only boatowners, but also provide guidance and advice to businesses, such as yachting and boating clubs, chandlers, marinas and boatyards, who may see business opportunities in offering their members and customers local solutions.

Although HM Coastguard will continue to receive old flares from the public until the end of the year, the new arrangements will be in operation from now to provide an overlap and resilience.

Joint Statement on the first meeting of the UK-Uruguay Trade Dialogue

News story

Statement follows the first meeting of the UK's Trade Dialogue with Uruguay in Montevideo, 11 October 2022.



On 11 October 2022, the first meeting of the Trade Dialogue between Uruguay and the United Kingdom took place.

The first meeting of the trade dialogue is a milestone which renews and strengthens the historic economic relationship between both countries, creating a new space to modernise and deepen the bilateral relationship.

The principal aim of the trade dialogue is to promote trade and investment as tools for driving economic growth, to identify new opportunities to deepen our bilateral economic relationship with a focus on sustainable development, to showcase best practice for promoting transparency, and to exchange knowledge and improve competitiveness through innovation and sustainability.

During the meeting, the delegations discussed existing investments and the growth of our bilateral trade between the UK and Uruguay.

The discussion covered both countries' market access interests, with the aim of increasing opportunities for the quick, safe and transparent movement of goods and services.

Uruguay presented its priorities and highlighted opportunities for investment and bilateral cooperation in the renewable energy sector, particularly green hydrogen, and the UK presented information on public procurement.

Likewise, both parties agreed to continue to exchange information with the aim of advancing our bilateral trade relationship and promoting new opportunities for bilateral economic cooperation.

Both countries agreed to continue discussions on the issues covered and to take the required next steps with the aim of facilitating the growth of trade and investment flows for our mutual benefit.

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Foreign flagged ships detained in the UK during September 2022 under Paris MOU

During September, there were five new detentions of a foreign flagged vessel 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, the Maritime and Coastguard Agency (MCA) publishes details of the foreign flagged vessels detained in UK ports under the Paris MOU regime 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, deficiencies may be raised. Depending on the inspection findings, the vessel may be liable for detention in these cases.

Notes on the list of detentions:

- Full details of the ship:

The accompanying detention list shows ship's International Maritime Organisation (IMO) number which does not change 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.

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 operation of the ship at the time of inspection.

The list shows the classification society responsible for classification of the ship only.

Responsible for conducting the statutory surveys and issuing statutory certificates on behalf of the flag state.

The deficiencies listed are those marked as Grounds for Detention. Further

details of other deficiencies can be provided on request.

SHIPS DETAINED IN SEPTEMBER 2022

Vessel Name: NORMAND NAVIGATOR

GT: 15008

IMO: 9687356

Flag: Norway (white list)

Company: Solstad Shipping AS

Classification society: DNV

Recognised organisation: DNV

Recognised organisation for ISM Doc: DNV

Recognised organisation for ISM SMC: DNV

Date and place of detention: 03 September 2022 at Blyth.

Summary: Thirteen deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
07105 – Fire doors/openings in fire-resisting divisions	Not as required	Yes
04121 – Crew familiarization with Emergency Systems	Not as required	Yes
15150 – ISM	Not as required	Yes

This vessel was released 14 September.

Vessel Name: HALLEY

GT: 26833

IMO: 9275062

Flag: Liberia (white list)

Company: Conbulk Shipmanagement Corp

Classification society: American Bureau of Shipping

Recognised organisation: American Bureau of Shipping and Bureau Veritas

Recognised organisation for ISM Doc: BV

Recognised organisation for ISM SMC: American Bureau of Shipping

Date and place of detention: 08 September 2022 at Southampton

Summary: Twenty-Two with three grounds for detention

Defective item	Nature of defect		Ground for Detention
11101 – Lifeboats	Inoperative	Yes	
04114 – Emergency source of power – Emergency generator	Inoperative	Yes	
15150 – ISM	Not as required	Yes	

This vessel was released 11 September 2022.

Vessel Name: AMO

GT: 16801

IMO: 9134622

Flag: Mongolia (grey list)

Company: Balo Ulasim VE Turizm Tic Ltd

Classification society: Polski Rejestr Statkow (Polish Register of Shipping)

Recognised organisation: Dutch Lloyd

Recognised organisation for ISM Doc: Dutch Lloyd

Recognised organisation for ISM SMC: Dutch Lloyd

Date and place of detention: 24 September 2022 at Teesport.

Summary: Twenty-two deficiencies with two grounds for detention

Defective item	Nature of defect		Ground for Detention
11104- Rescue Boats	Not ready for use	Yes	
15150 – ISM	Not as required	Yes	

This vessel was still detained 30 September 2022.

Vessel Name: CLYDE

GT: 42011

IMO: 9269245

Flag: Panama (white list)

Company: V Ships Asia Group Pte Ltd

Classification society: Lloyd's Register

Recognised organisation: Lloyds Register

Recognised organisation for ISM Doc: Lloyds Register

Recognised organisation for ISM SMC: Lloyds Register

Date and place of detention: 24 September 2022 at Royal Portbury.

Summary: Twenty-Five deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
11104 – Rescue Boats	Not Properly Maintained	Yes
11113 – Launching arrangements for rescue boats	Not as required	Yes
04114 – Emergency source of power – Emergency generator	Inoperative	Yes
07125 – Evaluation of crew performance (fire drills)	Lack of familiarity	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained 30 September 2022.

Vessel Name: MERIC

GT: 2035

IMO: 9118006

Flag: Palau (Grey list)

Company: Meric Wind Maritime & Trading

Classification society: Bureau Veritas

Recognised organisation: Bureau Veritas and Phoenix Register of Shipping

Recognised organisation for ISM Doc: Phoenix Register of Shipping

Recognised organisation for ISM SMC: Phoenix Register of Shipping

Date and place of detention: 30 September 2022 at Newport (Gwent).

Summary: Twenty-seven deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
10127 – Voyage or passage plan	Missing	Yes
07125 – Evaluation of crew performance (fire drills)	Lack of familiarity	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained 30 September 2022.

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: SEA HARMONY

GT: 2481

IMO: 8914166

Flag: Barbados (white list)

Company: Fehn Ship Management

Classification society: RINA Services S.p. A

Recognised organisation: RINA Services S.p. A and Lloyds Register

Recognised organisation for ISM Doc: Lloyds Register

Recognised organisation for ISM SMC: RINA Services S.p. A

Date and place of detention: 30th August 2022 at Belfast.

Summary: Eight deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
07101 – Fire prevention structural Integrity	Not as required	Yes
07109 – Fixed fire extinguishing installation	Expired	Yes
18313- Cleanliness	Signs of Vermin's	Yes

This vessel was released 03 September 2022.

Vessel Name: LEV TWISTER

GT: 2295

IMO: 8302088

Flag: Germany (white list)

Company: INNOVEN Marineservice GmbH

Classification society: Lloyd's Register

Recognised organisation: Lloyd's Register

Recognised organisation for ISM Doc: (DOC Issued by Flag)

Recognised organisation for ISM SMC: (SMC Issued by Flag)

Date and place of detention: 26th August 2022 at Harwich.

Summary: Twenty-seven deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
11124- Embarkation arrangement survival craft	Missing	Yes
07110- Firefighting equipment and appliances	Inoperative	Yes
04103-Emergency, lighting batteries and switches	Insufficient	Yes
15150-ISM	Not as required	Yes

This vessel was released 09 September 2022.

Vessel Name: MEDEMBORG

GT: 6540

IMO: 9142514

Flag: Netherlands (white list)

Company: Favoriet Shipmanagement BV

Classification society: Bureau Veritas

Recognised organisation: Bureau Veritas and Lloyd's Register

Recognised organisation for ISM Doc: Lloyds Register

Recognised organisation for ISM SMC: Lloyds Register

Date and place of detention: 19th August 2022 at Avonmouth

Summary: Thirteen deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
04114 – Emergency source of power – Emergency generator	Inoperative	Yes
15150 – ISM	Not as required	Yes

This vessel was released on 05 September 2022.

Vessel Name: FORTUNE GLORY

GT: 23235

IMO: 9234678

Flag: Hong Kong China (white list)

Company: Glory Intl Shipmanagement Co

Classification society: RINA Services S.p.A

Recognised organisation: RINA Services S.p.A

Recognised organisation for ISM Doc: RINA Services S.p.A

Recognised organisation for ISM SMC: RINA Services S.p.A

Date and place of detention: 18th August 2022 at Avonmouth

Summary: Forty – Five deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
15150 – ISM	Not as required	Yes
11104- Rescue Boats	Not properly maintained	Yes
11104- Rescue Boats	Missing	Yes
07109- Fixed fire extinguishing installation	Not as required	Yes
07125 – Evaluation of Crew Performance (Fire Drills)	Lack of Training	Yes

This vessel was released 26 September 2022.

Vessel Name: TORO

GT: 23235

IMO: 9208124

Flag: Liberia (White list)

Company: Peninsula Energy FZE

Classification society: Bureau Veritas

Recognised organisation: Bureau Veritas

Recognised organisation for ISM Doc: Bureau Veritas

Recognised organisation for ISM SMC: Bureau Veritas

Date and place of detention: 05 July 2022 at Royal Portbury.

Summary: Sixty – Nine deficiencies with twelve grounds for detention.

Defective item	Nature of defect	Ground for Detention
07111- Personal equipment for fire safety	Not as required	Yes
03102- Freeboard marks	Not as required	Yes
07125- Evaluation of crew performance (fire drills)	Lack of familiarity	Yes

Defective item	Nature of defect	Ground for Detention
10112- Electronic charts (ECDIS)	Not as required	Yes
10116 – Nautical publications	Missing	Yes
11122- Radio life-saving appliances	Batteries Expired	Yes
18314- Provisions quantity	Not as required	Yes
18316- Water, pipes, tanks	Not as required	Yes
11108 – Inflatable Liferafts	Insufficient	Yes
03104 – Cargo & Other Hatchways	Damaged	Yes
03108 – Ventilators, air pipes, casing	Not Properly Maintained	Yes
01201 – Certificates for Master and Officers	Missing	Yes

This vessel was still detained 30th September 2022.

Vessel Name: SHEARWATER

GT: 342

IMO: 6822216

Flag: Comoros (Black list)

Company: No ISM Company as under 500GT

Classification society: N/A

Recognised organisation: International Register of Shipping

Recognised organisation for ISM Doc: N/A Under 500GT

Recognised organisation for ISM SMC: N/A Under 500GT

Date and place of detention: 30th June 2022 at Leith

Summary: Seven deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
07109- Fixed fire extinguishing installation	Not as required	Yes
07113- Fire pumps and its pipes	Inoperative	Yes
07113- Fire pumps and its pipes	Inoperative	Yes
11104- Rescue boats –	Insufficient	Yes

This vessel was still detained on 30th September 2022.

Vessel Name: POSEIDON

GT: 1412

IMO: 7363217

Flag: Iceland

Company: Neptune EHF

Classification society: N/A

Recognised organisation: N/A

Recognised organisation for ISM Doc: DNV

Recognised organisation for ISM SMC: DNV

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

Summary: Ten deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
02106 – Hull damage impairing seaworthiness	Holed	Yes
07113 – Fire pumps	Insufficient Pressure	Yes
01101 – Cargo Ship Safety Equipment (including exemption)	Missing	Yes
01102 – Cargo Ship Safety Construction (including exemption)	Missing	Yes
01104 – Cargo Ship Safety Radio (including exemption)	Missing	Yes

This vessel was still detained on 30th September 2022.

Vessel Name: TECOIL POLARIS

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list) at the time of detention

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 six 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 30th September 2022.

Vessel Name: CIEN PORCIENTO

GT: 106

IMO No: 8944446

Flag: Sweden (White list)

Company: Open Window Inc

Classification society: Unclassed

Recognised organisation: N/A

Recognised organisation for ISM DOC: N/A

Recognised organisation for ISM SMC: N/A

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 2022.

For further information please contact

Maritime and Coastguard Agency Inspection Ops, on:

Email: HQ_InspectionOps@mcga.gov.uk

Press releases and further information about the agency is available on the Web at www.gov.uk