

## [News story: Analysis and examination of foods – postgraduate course](#)

The Association of Public Analysts (APA) Educational Trust and the Government Chemist Programme in LGC organise an annual RSC-approved, fully residential week long postgraduate course on the analysis and examination of food and feed. The course will take place from 1 to 5 April.

Topics include food allergens, food authenticity and DNA testing, food law and certificate writing, microscopy lab practical work, and an update from the FSA National Food Crime Unit. An evening session offers training and role play in giving expert testimony in court led by experienced court going scientists.

See attached programme for full details

PDF, 376KB, 2 pages

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The course, over a two year cycle, offers a distinctive learning experience, validated by active practitioners in the APA Training Committee, with unique features:

- a vibrant mix of lectures, laboratory practical sessions and interactive exercises
- wide range of experts, not available together elsewhere
- up to date teaching of safety (chemical and microbiological), authenticity, analysis and the law of food, water, feeding-stuffs and fertilisers
- professional networking with peer group and leading experts, National Reference Laboratories, senior academic researchers and policy officials

- alignment with the MChemA\*syllabus
- practical and relevant training in microbiology theory and hands-on laboratory work

The MChemA (Mastership in Chemical Analysis) is the statutory qualification prescribed to practice as a Public Analyst by the Food Safety (Sampling and Qualifications) Regulations 2013

## **Who is this course for?**

This course is particularly appropriate for aspiring MChemA candidates but will also be valuable for anyone working in a Public Analysts' or food /animal feed laboratory who wishes to equip themselves with additional skills.

## **Course details**

Topics include food allergens, food authenticity and DNA testing, food law and certificate writing, microscopy lab practical work, and an update from the FSA National Food Crime Unit. An evening session offers training and role play in giving expert testimony in court led by experienced court going scientists.

One day of the course will be focused on DNA, pesticides, food authenticity, food crime, food allergy and meat and meat products, which might be of special interest to enforcement officers.

The accommodation will be in University hotel grade bedrooms with breakfast and evening meals taking place in 'The Cedars', located centrally on Reading University Campus. The teaching will take place in seminar rooms and laboratories.

## **Booking information**

If you are not able to join us for the whole week, do not hesitate to consider daily attendance. See leaflet for daily rates.

Contact Michael Walker, [walkermj@ntlworld.com](mailto:walkermj@ntlworld.com), to book the course by 15 March 2019.

For any queries about the course or the activities of the Government Chemist please contact

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# Speech: Boosting diversity in the maritime industry

Good afternoon everyone,

As I bring today's (24 January 2019) event to a close I would like to thank you all for attending.

And express my gratitude to our speakers.

Whose contributions have informed us all.

It has been wonderful to see so many representatives from all sectors of the maritime industry here today.

Your presence underlines the strength of your commitment.

Towards turning the vision for our sector's future, laid out in [Maritime 2050](#), into a reality.

As the [Secretary of State said at the start of this event](#).

Our industry is on the cusp of an era of change.

But I think today's event has highlighted that it is also on the edge of a time of great potential.

There will be many opportunities over the coming decades for our industry.

And the document we have launched today outlines a clear vision of how together we will seize them.

And chart an ambitious course for our sector.

As we seek to harness the opportunities of technology.

Strengthen our status as a global maritime leader in the fields of environment, security and trade.

And give the next generation of seafarers the skills needed to meet the challenges of tomorrow.

Today marks an important step in our journey towards those goals.

And I hope it will prove to be a catalyst for action to turn our shared vision into a reality.

But while [Maritime 2050 examines nearly every aspect of our industry in its more than 300 pages](#).

From trade to technology.

Security to supply chains.

And regulation to resilience.

At its heart is the people who make up our great industry.

And I'd like to talk about them today.

Without the dedication, skills and talent of its workforce, the UK's maritime sector quite simply would not be able to function.

For while our industry provides fantastic career opportunities.

And our top quality maritime education institutions – along with the renewed focus on providing high quality apprenticeships – mean that British training for the maritime industry is second to none.

There is still much more we need to do.

Particularly in ensuring that the great career opportunities the maritime industry has to offer are open to everyone. No matter their gender or background.

Unfortunately at present that's not the case.

Just 4% of the 10,600 UK certified officers active at sea are female.

The reasons for this are many and varied.

But one thing is clear.

This is a situation that has got to change.

Of course there is already some great work underway through the [Women in Maritime Taskforce](#).

Last year it launched both the [Women in Maritime Pledge](#) and the [Women in Maritime Charter](#) – challenging companies to make progress on diversity.

I am delighted that there are already over 100 signatories to the pledge.

And the charter is midway through its pilot phase, with 4 organisations, from across the breadth of the maritime industry taking part.

They are making sure the charter works for all the diverse businesses within it. From training companies to law firms, to ports and marine manufacturers.

But we need to go further still.

This document lays out how we plan to dramatically overhaul the diversity of the maritime sector by 2050.

And let me be clear – this is not a tick box exercise.

Or an attempt at virtue signalling.

It's handing our sector a wonderful opportunity.

That will serve it well into the future.

Because no industry will reach its full potential if it only takes advantage of a tiny proportion of the talent pool.

There are so many gifted people out there.

And we want them to see all the great things our industry has to offer.

So through Maritime 2050 we have pledged to.

Build on the success of the Women in Maritime Taskforce and other great joint government and industry initiatives.

To highlight the industry's wide variety of career opportunities, both at sea and on land, to as wide an audience as possible.

This includes funding a project called People Like Me – that will address the image of the industry and dispel myths.

And explore harnessing technology, such as connected ships, to enable seafarers stay in touch with family on shore.

Making periods away from home less isolating – improving mental wellbeing and making a career at sea a possibility for a wider variety of people.

And it's this theme of technology opening up new horizons for our industry, which runs through Maritime 2050.

But to take advantage of these innovations our workforce must not only be equipped with the right skills.

It must also be ready to adapt and keep pace with technological change.

Over the next 30 years the importance of STEM skills will increase as jobs become more skilled and data driven.

And industry roles will become multi-disciplinary.

For instance in future it may not be simply enough to operate a technological system.

You will probably have to be able to create and maintain it too.

So through Maritime 2050 we have set out our plan to create a culture of continuous learning.

By encouraging maritime employers to offer professional development and training to their workers throughout their careers.

In addition we have committed to develop cutting-edge seafarer training. For instance by using virtual reality technology to enable workers to get to grips with new systems.

And to ensure the industry is fully prepared for the changing recruitment pressures of the future we plan to help assess the needs of the industry through a Maritime Skills Commission.

A body tasked with finding ways of addressing current maritime skills gaps and anticipating future trends.

These are all steps that will not just improve the prospects of maritime workers.

But those of their employers as well.

Through a lower turnover of staff.

Because a happy workforce is a highly motivated one.

And Maritime 2050 recognises the pressures under which many seafarers are placed.

Whether that's long hours, hard work and periods away from home.

All situations that can put a strain on workers' mental and physical health.

So a core part of this document focuses on what we can do to help with these issues.

And ensure we are not so entirely absorbed with dealing with technological change that we forget about the human face of the industry.

In the short term we will work with the maritime sector to develop a social framework – laying out the UK's expectations for the welfare of its workforce.

And work in the near future to finalise the introduction of a National Minimum wage for mariners in our waters, while producing guidelines that will help employers ensure that workers' mental health is properly considered.

And we will use our influence through the IMO and International Labour Organization to push to improve conditions for seafarers on a global level. For instance through a limit on hours by shift and eradicating modern day slavery.

A diverse and highly skilled workforce.

Incredible technology.

And fantastic opportunities.

Those are just some of the many things to which our industry has got to look forward over the coming decades.

And Maritime 2050 lays out how we can make the most of this new world.

I know that many of you in this room have contributed and shaped this document over the past year.

And I thank you for your efforts.

And I want us to continue in that spirit of collaboration and cooperation.

Industry and government.

Working together, sharing ideas, and building a better future for the maritime sector in this country.

And it's difficult to think of a better example than London International Shipping Week which will take place in September.

When government and the UK maritime industry will join forces and showcase this country's shipping industry to the world.

I'm very much looking forward to seeing you all there.

It should be a great event.

And today was certainly another.

So finally I'd like extend my thanks to the International Maritime Organisation for hosting us this afternoon.

And helping to ensure the launch of Maritime 2050 was a success.

I'd also like to take this opportunity to express my gratitude to everyone who has contributed to this document.

In particular I'd like to thank staff at my department for their efforts and hard work over the past 12 months.

Your time has been truly well spent.

As this document is an important milestone in preparing our industry for the coming decades.

For it's clear that the future of maritime in this country will be different from its past.

But no less exciting.

And I hope today we have sparked your imagination and stoked your ambition.

So we can harness technology to grasp the opportunities of the future.

So that we can build a sector that is open to everyone.

And so we can create a maritime industry ready to lead the world.

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# Speech: Working together for a thriving maritime sector

Good afternoon everyone, it's a great pleasure to join you today (24 January 2019).

I'd like to thank the International Maritime Organisation for hosting this event.

One hundred and eighty years ago this country marked a great maritime first when Isambard Kingdom Brunel's Great Western steam ship – kicked off an era of transatlantic travel.

The first vessel purposely designed to take passengers across the Atlantic, it travelled at a record speed – taking as little as 13 days to make the crossing.

But there's a little known story behind this great feat of engineering.

Brunel was only inspired to build the ship after someone complained that his famous London to Bristol railway line was too long. Brunel hit back by saying:

'Why not make it longer? Build a steamship to go to New York and call it the Great Western?'

Well within just 2 years he had done just that and launched Britain on a trajectory which has resulted in the fast, efficient global travel we know today.

It's an anecdote which highlights not just this country's maritime heritage, but also what can be achieved by ambition and by thinking outside the box, no matter how big the challenge.

We need to apply that spirit of endeavour, imagination and fearlessness in our maritime industry today, as it faces 21st century issues such as climate change, the technological revolution and changing geo political trends.

For if we are to meet these challenges and make the most of the opportunities of the coming decades we need a clear pathway.

That's why today we are launching [Maritime 2050](#) – our shared vision for the industry over the next 3 decades.

A vision for every area of our maritime sector, from giant container vessels and huge cruise liners, to leisure ships, like those run on the Thames by

City Cruises, which I visited earlier this afternoon.

And carbon fibre yachts – such as those of the Ineos Racing Team, which is aiming to bring the America's Cup back to British waters in 2021 under the leadership of Sir Ben Ainslie, the most successful Olympic sailor of all time.

But ultimately what underpins Maritime 2050 is a recognition of your sector's fundamental importance to our country's prosperity.

That's because you provide the international trade links on which the UK depends, with 95% of all British goods and exports moved by sea.

You boost our economy by £14 billion a year and create hundreds of thousands of jobs on ships and in ports, as well as in our tourism industry and world leading maritime professional services sector.

And as the UK withdraws from the European Union and seeks new trading relationships across the world it's never been more crucial that maritime succeeds.

For when it thrives, so does this country.

I know it may seem like Brexit is the only show in town at the moment.

But it's also vital that we look further ahead.

And this document does exactly that, examining how we can work together to further maritime's success over the coming decades.

For it's important to stress that this strategy has not just been formed by officials working in a Whitehall office.

It's has been shaped by you, through ongoing discussions, regular meetings with industry and through the contribution of an expert panel.

It's a document that reflects your concerns, your ambitions and which is shaped by your experience.

So we harness the considerable expertise we have in key disciplines like technology, safety and security, while also reaching out to our partners through cooperation on the international stage.

And although there's increasing competition from around the world Maritime 2050 calls for a bold approach to the future.

A future in which we can continue to be a global leader in the crucial fields where there's most growth potential.

Take maritime technology, an area where we have a proud history of innovation.

Back in the 19th century we created the first iron hulled armoured warships, played a crucial part in the development of the screw propeller and invented

the plimsoll line.

That's of course to name just a few.

And in the 21st, here in the UK, companies such as L3 ASV and Hushcraft, are leading the way in the field of autonomous vessels.

While Artemis Technologies, led by double Olympic gold medallist yachtsman Iain Percy, has established itself as one of the world's leading high performance maritime design and applied technologies companies.

And our universities' research in the fields of maritime technology is world renowned.

But I want to encourage even greater ambition.

This document lays out how we plan to develop a legal framework for the testing of autonomous ships in our waters and spearhead the creation of an international regulatory framework for these vessels.

And today we are also publishing our [Technology and innovation in UK maritime route map](#), which sets out our approach towards introducing this technology in more detail.

But of course Maritime 2050 explores a host of other exciting developments, from developing a maritime innovation hub in a UK port by 2030 to helping maritime businesses seize the opportunities of digital technologies, and unlocking the economic potential of our waters through seabed mapping.

Maritime 2050 also looks at what we can do to become a trailblazer for green technologies.

Whether that's exploring ways to nurture the growth of zero emission shipping, closer collaboration between industry and government through the Clean Maritime Council or by setting bold targets for the long term future – such as aiming for all UK ferries to be emission free.

These are all steps that will not only help Britain meet its international environmental obligations.

But also help the industry to enjoy the economic rewards of the move to cleaner technology.

Of course shipping is already one of the greenest forms of transport.

But the most recent figures from the IMO show it still accounts for 2.2% of global greenhouse gas emissions – equal to a country the size of Germany.

So it's vital we continue to up our game.

And Maritime 2050 details how we will do that.

As well as setting out how we will reduce greenhouse gas emissions and air quality pollutants from UK shipping, we will move to bring the UK's penalties

for ships breaking environmental law in our waters in line with international best practice, while encouraging the use of advanced technologies to help maritime environmental law enforcement.

We have a duty to deliver on the international stage here too.

So as well as ratifying treaties such as the Ballast Water Management and Hong Kong conventions that seek to lessen maritime's environmental impact, this document underlines how we will work with our partners at the IMO towards a global target of cutting maritime greenhouse gas emissions by at least 50% by 2050.

And we plan to use our international influence to tackle other environmental issues of global importance.

Such as marine litter and plastics, illegal fishing and protecting biodiversity.

While maintaining a regulatory framework which allows the UK to thrive and global trade to flow.

Great innovations, new trade horizons and environmental challenges, will make the coming decades an extraordinary time for the sector.

But to take full advantage of this exciting era – we need to make sure our workforce has the skills to keep pace with changing technology.

I know that the sector is doing some great work on this front.

And the government has launched its own initiatives, such as the [Year of Engineering](#), to inspire the next generation of engineers.

But there is still more to do.

Maritime 2050 lays out some of our solutions to the recruitment and skills issues facing your industry in future. About which my ministerial colleague [Nusrat Ghani will speak in more detail later](#).

Enabling the maritime sector to attract the brightest minds and the best skills will help ensure this country remains one of the best places in the world to do maritime business.

We have the largest global hub for maritime services in London and the lowest headline rate of corporation tax in the G7 and one which will fall to 17% next year.

Combined with world class universities and a UK flag that is a symbol of the very best quality.

But we can't rest on our laurels.

We have many global competitors who are quite capable of stealing a march on us.

So Maritime 2050 lays out the action we need to take to secure our long term success.

With a clear commitment to working and listening to industry, to further improve this country's fiscal and regulatory environment for marine businesses, it's vital too that the whole country can continue to benefit from a thriving maritime sector.

It's one of the industry's strongest selling points that its attributes are spread across this country.

With different areas boasting their own specialisms, whether in maritime services, shipbuilding or training and education.

This document lays out how we will support these maritime clusters.

And how we will use our influence in the international arena to exert positive change for the global maritime sector.

We are of course delighted to be hosts of the IMO here in London.

And I'd like to take a moment to express my gratitude to Secretary General Kitack Lim for all his hard work on behalf of the maritime industry around the world.

Rest assured that in Maritime 2050 we have committed the UK to continue to maintain its leading role as an IMO member. Something that will continue long into future.

And this theme of collaboration and cooperation runs right through Maritime 2050.

If there is one message I'd like you to take home tonight it's that the government is on your side.

Whether that's through our support of Maritime UK, creating the right environment for maritime SMES to flourish.

Or showcasing Britain's maritime industry to the world through events, such as London International Shipping Week, to be held in September this year.

I look forward to seeing many of you there.

So finally I'd like to extend my thanks to everyone who contributed to this document.

The UK's maritime sector may not always hit the headlines or get the attention it deserves, but it is one of this country's great success stories, staffed by professional, dedicated and highly skilled people and part of a quality flag.

Maritime 2050 will enable those achievements to continue and allow the sector to further flourish over the coming decades.

So let's take inspiration from Brunel and our proud maritime past, let's harness the excitement of the innovation of today and be ambitious for our maritime future.

Thank you.

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## [News story: £1m injection into pioneering new space technology](#)

The 'wrapped rib' antenna is lighter, less complex and more cost-competitive than those currently available commercially. The antenna will be exclusively developed in the UK by Oxford Space Systems (OSS). It will make the UK the first European country with the capability of a flight-proven parabolic deployable antenna.

The lighter weight of the 'wrapped-rib' antenna means it can be transported to space more efficiently at less expense. This is critical in an industry where launch costs are high. The MOD funding will assist OSS to increase the antenna's size and its performance to meet the needs of defence.

Defence Secretary Gavin Williamson said:

I have been clear that we need to accelerate the development of new, innovative capabilities – especially those in the space domain. It is vital that we have homegrown affordable technologies like this pioneering deployable satellite antenna to maintain a commanding military advantage over our adversaries and competitors.

In collaboration with the Defence Science and Technology Laboratory (Dstl) and the Defence Innovation Fund, this is the largest contract placed with a first-time supplier by the Defence and Security Accelerator (DASA).

The new antenna will be used to meet the needs of fine-resolution Low Earth Orbit Synthetic Aperture Radar (SAR) imagery. SAR permits all weather Earth observation, irrespective of time of day or night. This provides unique advantages for both civil and defence applications. The technology will enable the UK to deploy a number of antennas in space, providing more accurate and frequent satellite images.

The technology consists of a specialist carbon-fibre composite and utilises origami engineering techniques to create a unique, compact, deployable antenna. This results in an antenna that is compact and light weight when folded for easy portability and deployability but can unfurl to several metres when in space, just like a large pop-up umbrella.

The 'wrapped rib' antenna. OSS copyright.

OSS Senior Commercial Strategist, Shefali Sharma said:

This contract represents a considerable stamp of endorsement by the UK Government for OSS on the global stage. The funding allows us to create high value employment in the space sector and grow our team of experts at our Harwell base. We can now focus on maturing the 'wrapped rib' antenna toward on-orbit demonstration. We view our antenna technology as a key enabler for the next-generation of communications and SAR services from orbit. The antenna is highly scalable and tunable and has been specifically designed for volume production, targeting smallsat constellations. As such, it's suitable for a range of commercial opportunities not only here in the UK, but globally too. Our doors are open to international trade and we are excited about where future partnerships will take us.

Head of DASA, Lucy Mason said:

Our work with OSS ticks all DASA's objectives, not only did we provide the initial stimulus to establish this partnership, but it will also open up opportunities for truly cross government collaboration, with the potential to meet the needs of both our defence and security customers. Additionally, the project will contribute to UK prosperity by creating jobs and increasing export opportunities. This is exactly why DASA exists.

The move is just the latest defence involvement in the space sector. The Defence Secretary has announced that he will launch a dedicated Defence Space Strategy, whilst the department is also supporting the UK Space Agency with work on a national alternative to the EU's Galileo satellite system. The RAF was also involved in the launch and operation of the Carbonite-2 demonstrator satellite; now in orbit, the satellite offers sovereign, full-motion colour video from space for the RAF for the first time.

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## **Speech: Holocaust Memorial Day 2019**

Last Sunday, I had the privilege to join mourners from around the world to pay my respects to 6 unknown victims of the Shoah – including a child.

It was an incredibly moving moment, not just for the Jewish community, but for our entire country.

These holy souls or Kedoshim, were “torn from home” – somewhere that should

have been a place of safety, comfort and security.

They lived and died through one of the darkest chapters in human history, but rest today in the loving embrace of our Jewish community here in the UK.

As I reflected on this, I was reminded of my father-in-law, who escaped Nazi Germany and came to Britain with the help of the MI6 agent, Frank Foley, who's actions also saved the lives of thousands of other Jews.

But as we honour the millions of victims of the Shoah today, we remember those families who weren't so lucky.

Those who never made it home.

Those who were brutalised and murdered.

Those whose lives were cut short and whose loss provides a stark and powerful legacy to us all.

A legacy that demands we challenge hatred and bigotry wherever it exists.

A legacy that requires that we say "never again" we really mean it.

Sadly, this is a lesson that we are still learning.

40 years ago, the Khmer Rouge claimed the lives of one quarter of the population through mass murder and starvation.

25 years ago, almost one million Rwandans were murdered in 100 days.

And horror returned to our continent as we witnessed the murder of over 8,000 mostly Muslim men and boys in Srebrenica.

We still imagine that these barbarities belong in the history books.

And yet today – 74 years since the Nazi death camps were liberated – antisemitism is on the rise, here and abroad.

And Jewish communities are once again living in fear.

This troubles me deeply and must trouble us all.

I want to reassure our Jewish community that you are an intrinsic part of what makes Britain Great and the government will always stand by you to challenge bigotry and intolerance...

...and reaffirm our commitment to ensuring that future generations never forget where hatred can lead, and that we will not walk by on the other side where it is present.

Our new National Holocaust Memorial and Learning Centre will help us do that – a permanent reminder at the heart of our democracy.

Because we all know: tolerance and reconciliation begins at home and that we

all have our part to play to ensure home is truly a place of safety, security and of strength.