

# [News story: Transfer of marine regulation powers and changes to harbour regulations in Wales](#)

Administration of marine and wildlife licence applications and harbour orders will transfer from the Marine Management Organisation to Welsh ministers from 1 April 2018. Natural Resources Wales will act on behalf of Welsh Ministers to carry out these activities.

This follows the commitment by UK Government to devolve further powers to the Welsh Ministers following recommendations made by [the Silk Commission](#).

## **What this means for marine licence applicants**

If you have submitted an application to the MMO prior to 1 April 2018 for a marine and/or wildlife licence, this will continue to be determined by the MMO. Once the licence application has been determined, any post licence requirements, such as monitoring or discharge of conditions, will be considered by NRW.

If you conduct any activities in the Welsh offshore region, please refer to The Marine Licensing (Exempted Activities) (Wales) Order 2011 for details of activities exempt from the requirement for a marine licence in Wales.

If you make an application for a marine licence or a wildlife licence in the Welsh Offshore region after 1 April 2018, this must be made to NRW.

## **Changes to Harbour Regulations in Wales**

Under the Wales Act, from 1 April 2018 the Welsh Ministers will also take over responsibility for port development policy for harbours wholly in Wales apart from major trust ports. This responsibility extends to applications for Harbour Revision and Empowerment Orders, private act ('Admiralty') consents, applications for powers to make harbour directions and confirmation of byelaws.

To help ensure a smooth transition to the new arrangements, the Department for Transport (DfT), the MMO and the Welsh Government have agreed that the DfT or the MMO will be responsible for certain applications received before 1 April 2018.

All applications received after 1 April 2018 will be handled by the Welsh Government.

## **Contact Natural Resources Wales**

[Website – Marine Licensing](#) Email:  
[marinelicensing@naturalresourceswales.gov.uk](mailto:marinelicensing@naturalresourceswales.gov.uk)

Telephone: General Enquiries line on 0300 065 3000

[Website – Species Licensing](#) Email:

[specieslicence@naturalresourceswales.gov.uk](mailto:specieslicence@naturalresourceswales.gov.uk) (English)

[trwyddedrhywogaeth@cyfoethnaturiolcymru.gov.uk](mailto:trwyddedrhywogaeth@cyfoethnaturiolcymru.gov.uk) (Welsh) Telephone: 0300 065 4974 or 0300 065 4921

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## [News story: Government seeks views to help maritime flourish](#)

Ground-breaking new technology such as autonomous ships and digital ports will be on the agenda with the appointment of a group of experts to help advise on the future of maritime.

Transport Secretary Chris Grayling today (27 March 2018) announced the appointment of the team, who will work closely with industry contacts to help make sure the UK stays at the forefront of global shipping over the coming decades.

He has also launched a [call for evidence on Maritime 2050](#) – the government’s landmark strategy to make the most of future opportunities for the nation’s maritime industries to thrive, which will seek the views of those within the sector as well as those from outside.

Maritime 2050 will set out the challenges and opportunities to allow the government and the UK shipping industry to plan for the long-term, encourage economic growth by giving certainty to investors, and is likely to include digital advances which can help make shipping more efficient, and the use of low-drag paint to reduce fuel consumption.

Transport Secretary Chris Grayling said:

The success of the UK depends on our shipping – it helps put food in our cupboards and fuel in our vehicles.

We want to maintain our position as a world leading maritime nation and working with the experts from within maritime, as well as those with broader experience, will help us ensure we take every opportunity open to this vital sector.

Maritime 2050 is a once in a generation opportunity to set an ambitious vision for the future of this key sector and I encourage all of those who depend on shipping to have their say.

The call for evidence, which closes on 16 May 2018, highlights a number of

themes fundamental to the growth of UK maritime:

- technology
- trade
- infrastructure
- environment
- people
- security/resilience.

As part of the strategy, a series of objectives will be set so that progress against each of these themes can be scrutinised.

The expert panel announced today will be chaired by Hugh McNeal, Chief Executive of RenewableUK, and will also be made up of academic and industry leaders, including Lucy Armstrong, Chairman of the Port of Tyne, Sarah Kenny, Chief Executive of the BMT Group.

Alongside the views of the expert panel, the Department for Transport is also encouraging partners across the UK maritime sector to come forward with innovative and ambitious ideas to secure our maritime future.

Hugh McNeal, Maritime 2050 expert panel chairman, said:

I am honoured to be appointed by the Secretary of State to chair the Maritime 2050 Expert Panel, which will offer advice and look strategically at issues of critical importance to the maritime industry to 2050.

The proposed long-term Maritime 2050 strategy is a recognition of the vital importance of the industry to the UK economy. Shaping the future of the sector is not only important for the maritime industry, but also for every UK business that uses maritime services.

This is a unique opportunity to have a say in the direction of the UK maritime sector and I encourage the industry, its partners and academics with a stake in the future of UK maritime to respond to the call for evidence.

The announcement comes a week before the UK will lead the push for the International Maritime Organization to adopt an ambitious strategy to reduce greenhouse emissions from shipping. This includes calling for zero-emission shipping across the global maritime sector to be achieved as quickly as possible.

The government has also helped set up the Women in Maritime Taskforce, run by Maritime UK, which looks to increase the number of women employed in the sector. The current share of women is around 3% but more diversity in the workforce will also help the industry flourish.

The expert panel is made up of:

- Chairman – Hugh McNeal, Chief Executive of RenewableUK
  - Dr Panagiotis Angeloudis, Senior Lecturer in Transport Systems and Logistics, Imperial College London
  - Lucy Armstrong, Chairman, Port of Tyne
  - Tom Boardley, Executive Vice President and Global Head of Corporate and External Affairs, Lloyd's Register
  - David Dingle CBE, Chairman, Maritime UK
  - Professor Costas Grammenos CBE, DSc, Chairman, Costas Grammenos Centre for Shipping, Trade & Finance, Cass Business School, City, University of London
  - Dr Grahaeme Henderson, Vice President, Shipping & Maritime, Shell International Trading and Shipping Company Limited
  - Sarah Kenny, Chief Executive, BMT Group
  - Professor David Lane CBE, School of Engineering and Physical Sciences, Heriot Watt University
  - Dr David Loosley, Chief Executive, IMarEST (Institute of Marine Engineering, Science and Technology)
  - Michael Parker, Global Head for Shipping, Logistics and Offshore Industries, Citigroup
  - Neil Roberts, Lloyds Market Association (LMA)
  - Martin Stopford, President, Clarkson Research
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## **[Press release: A14 Cambridge to Huntingdon: archaeology shines light on 6,000 years of history](#)**

The sites have been uncovered by archaeologists working on Highways England's £1.5bn scheme to upgrade the A14 between Cambridge to Huntingdon.

Neolithic henge monument being excavated on the A14 Cambridge to Huntingdon scheme

In total, around 350 hectares have been excavated – an area around half the size of Gibraltar – making it one of the biggest and most complex archaeological projects ever undertaken in the UK.

The finds mean experts now have a much better understanding of how the Cambridgeshire landscape was used over 6,000 years of occupation.

Dr Steve Sherlock, archaeology lead for the A14 Cambridge to Huntingdon project for Highways England, explains:

Highways England is delivering the biggest roads investment in a generation, and we are committed to conserving and where possible

enhancing the historic environment.

In the context of a project like the A14 Cambridge to Huntingdon improvements, that means undertaking archaeological excavations to ensure we record any significant remains that lie along the 21-mile route. The archive of finds, samples and original records will be stored so that the data and knowledge is preserved for this and future generations.

We now have the evidence to rewrite both the prehistoric and historic records of the area for the last 6,000 years.

The approach to archaeology on the A14 underlines Highways England's approach to protecting the country's cultural heritage. Elsewhere, on the A1, work on another road upgrade recently uncovered new evidence pointing to Roman occupation in northern England earlier than previously thought.

Highways England is required by law to agree plans for how a scheme will deal with the effects it will have on its immediate environment, including local communities, wildlife and plants, and also any archaeological finds that may be found ahead of starting work on any new road or major upgrade.

On the A14 scheme, some 250 archaeologists led by archaeology experts MOLA Headland Infrastructure have dug more than 40 separate excavation areas, uncovering new information about how the landscape was used over 6,000 years and about the origins of the villages and towns along the A14 in Cambridgeshire today.

With most of the archaeological programme now being completed, finds so far date from the Neolithic, Bronze and Iron Ages, as well as Roman, Anglo-Saxon and Medieval periods. The sites uncovered include:

- A Roman trade distribution centre which would have played a pivotal part in the region's supply chain, and was linked to the surrounding farmsteads by trackways as well as the main Roman road between Cambridge and Godmanchester. The discovery of artefacts at the site relating to the Roman army indicates that this trade was controlled centrally.
- The remains of 12 medieval buildings abandoned in the 12th century. Covering an area of 6 hectares, the entire layout of the village is discernible, with the earlier remains of up to 40 Anglo Saxon timber buildings and alleys winding between houses, workshops and agricultural buildings.
- A massive Anglo-Saxon tribal territorial boundary with huge ditches, an imposing gated entrance and a beacon placed on top of a hill overlooking the region.

- Three prehistoric henge monuments, which are likely to have been a place for ceremonial gatherings and perhaps had a territorial function. These impressive Neolithic monuments, measuring up to 50 metres in diameter, would have been very important places for our distant prehistoric ancestors. They retained their special significance over the millennia with evidence for later Anglo Saxon buildings at these sites.

Highways England has been working closely with Cambridgeshire County Council to ensure that areas of possible historical interest are investigated and preserved.

Cambridgeshire County Council's senior archaeologist in the Historic Environment Team, Kasia Gdaniec, said:

The A14's Archaeology Programme has exposed an astonishing array of remarkable new sites that reveal the previously unknown character of ancient settlement across the western Cambridgeshire clay plain.

No previous excavation had taken place in these areas, where only a few cropmarked sites indicated the presence of former settlements, but we now know that extensive, thriving long-lived villages were built during the Bronze Age, Iron Age, Roman and Saxon periods.

The valuable contribution of the A14's excavation programme has also been to unlock major multi-period settlements and populate what had been an empty modern agricultural belt along the A1 west of Brampton with hundreds of people over time.

Earlier prehistoric Neolithic and Bronze Age ceremonial and burial monuments that are 5,500 and 4,000 years old, have also been investigated, but the new Roman pottery industry that has emerged from sites in the Brampton area and at the new Great Ouse bridge sets apart the host sites from others traditionally dug in the county.

The fast-paced archaeological excavations have been extremely challenging, especially during this relentlessly wet winter, but a very large, hardy team of British and international archaeologists successfully completed sites in advance of the road crews taking over to build the road structures.

There is still more to do, but we want to share the archaeologists' excitement over what they are finding with the wider public and hope that they will enjoy the ongoing displays and interpretation that will be a legacy of this national infrastructure project.

Excavating a Roman trade distribution centre on the A14 Cambridge to Huntingdon scheme

Over the coming months, there will be opportunities for people to see the A14

archaeology work in action, more information is available on the [Mola Headland website](#).

Highways England is upgrading a 21-mile stretch of the A14 between Cambridge and Huntingdon to three lanes in each direction including a brand new 17-mile bypass south of Huntingdon, with four lanes in each direction between Bar Hill and Girton. The project, which includes 34 bridges and main structures, will add additional capacity, boost the local and national economy and cut up to 20 minutes off journeys.

For the latest information about the A14 Cambridge to Huntingdon improvement scheme, [visit the scheme website](#).

## **General enquiries**

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

## **Media enquiries**

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

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# **[Press release: New figures show improved referrals to Prevent and a rise in far-right concerns](#)**

Figures released by the Home Office today (Tuesday 27 March) show that between April 2016 to March 2017, 6,093 individuals were referred to the government's Prevent programme and of those who received support from Channel, over a third were as a result of far-right concerns.

Security Minister, Ben Wallace, said:

The Prevent programme is fundamentally about protecting people who are vulnerable to all forms of radicalisation and has stopped hundreds of individuals being drawn towards terrorism and violence.

The figures released today show that the programme is continuously improving, demonstrated by better referrals being made and the fact that we are tackling the threat from the far-right.

We have seen all too starkly the devastating consequences of radicalisation and the need for a coordinated response at a local

and national level. We will continue to work with partners to improve and make sure this crucial support is given to those who need it.

The number of individuals referred to Prevent who went on to be discussed at the multi-agency Channel panel who examine whether an intervention is necessary, rose from 14% in 2015 to 2016 to 19% indicating better quality referrals are being made. The proportion of referrals which went on to receive Channel support also increased slightly.

The figures also show:

- of those referred to Prevent, 332 individuals went onto receive support from Channel as well as 54% of all referrals being signposted to other forms of support
- the proportion of individuals supported by Channel as a result of far-right concerns has risen from a quarter in 2015 to 2016 to over a third in 2016 to 2017
- 79% people left the programme with no further terrorism-related concerns

One person who benefitted from the Channel programme was Joe who was drawn to the extreme right-wing when he was just 15. He started going to football matches and fell under the influence of some older individuals who had far-right views.

His behaviour soon became a problem for others and he started getting in trouble, including racial discrimination at school. This eventually escalated to violent behaviour which saw Joe getting in trouble with the police. He was referred to Prevent where he met his mentor, Nick, who helped him broaden his views.

Joe said:

It was easy to get dragged along. There were a lot of people I looked up to and I thought they were positive role models.

Nick helped me to understand both sides of the argument. Before then I had only seen one side of things that I'd seen or watched online.

I would encourage anyone who is referred and needs support to be involved with Prevent. It can open your eyes and create opportunities that you may not have had otherwise.

Nick is one of many Channel mentors who supports individuals referred to Prevent across the country. They come from a range of backgrounds, some are former far right and Islamist extremists themselves, and are matched to individuals based on the support they need.

Rashad Ali, a Channel Intervention Provider, said:

Everyone involved in the Channel programme is passionate about helping those who are vulnerable to radicalisation to stop them from going down a very dangerous path.

Channel is a voluntary and confidential safeguarding programme which provides support to people identified as vulnerable to being drawn into terrorism. It deals with all forms of radicalisation including Islamist extremism and the extreme right-wing.

The number of Prevent referrals is very small compared to other forms of safeguarding, for example, in the same time period, over 645,000 children were referred to children's social care in England.

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## **News story: First tree planted in River Aire natural flood management pilot**

Leader of Leeds City Council, Cllr Judith Blake and Adrian Gill, Area Flood Risk Manager at the Environment Agency, on the site of the first tree.

The first of thousands of trees to be planted across the upper River Aire catchment took place today as part of a pilot natural flood management project.

Cllr Judith Blake CBE, leader of Leeds City Council, planted the first tree on site at Eshton Beck, Gargrave, witnessed by volunteers, landowners, local authorities and partners. This pilot site will have 450 trees planted, to see how natural techniques can slow the flow of water and reduce the risk of flooding downstream.

Ray Bridge Farm, Eshton Beck, Gargrave is the location of the first pilot site where trees such as Dogwood, Guelder Rose, Downy Birch, Alder, and willow will be planted along with hedgerows of hawthorn, blackthorn and hazel. Yorkshire Wildlife Trust staff and volunteers will be leading the planting of trees at the site.

The natural flood management pilot forms part of the Leeds Flood Alleviation Scheme, led by Leeds City Council in partnership with the Environment Agency, which has a catchment wide approach to flood risk as it enters its second stage.

This £500,000 pilot programme, which has been funded by Leeds City Council, forms part of plans to plant hundreds of thousands of trees that will support second phase of the Leeds Flood Alleviation Scheme.

Working with natural processes to reduce flood risk, known as natural flood management, is an important part of managing and reducing flood risk in a sustainable way alongside more traditional engineering solutions. The interventions will also create habitat for wildlife and help regenerate rural and urban areas through tourism.

The pilot sites will allow the team to be able to do monitoring and research of the techniques used to gather evidence and increase their understanding and the benefits they give to reducing flood risk. The pilot programme will also be used by the Environment Agency and Leeds City Council to develop a co-design approach to working with landowners, tenants, local authorities and other key partners such as the Aire Rivers Trust and the White Rose Forest. This will help to then develop future plans for the catchment.

Leader of Leeds City Council Councillor Judith Blake said:

These new trees are a hugely significant part of our plans to protect Leeds from future flooding like the devastation we saw on Boxing Day 2015.

It's great to be working with partner authorities along the River Aire to get the first of the trees planted.

They are part of what will be a range of natural flood management measures in a catchment wide approach to prevent future catastrophic floods affecting communities along the river.

Adrian Gill, Area Flood Risk Manager at the Environment Agency said:

I'm really pleased to launch this pilot programme in partnership with Leeds City Council. Using natural techniques to minimise flood risk while creating new habitats and increasing woodland cover across the Aire catchment will help realise the ambitions set out in the Defra's 25 year environment plan.

While we can never truly eliminate the threat of flooding, working together across local authority boundaries to develop and deliver this programme will help us to create better, more effective solutions to a catchment-wide challenge.

Following the successful opening of the £50million first phase of the scheme serving the city centre, Holbeck and Woodlesford in October last year, phase two identifies measures further upstream including the Kirkstall corridor

which was badly hit by the 2015 Christmas floods. It also looks at areas beyond the city boundary to further reduce the possibility of the river flooding in Leeds, as well as additional measures to offer protection for the South Bank area of the city centre which is a key future economic driver for Leeds.

The phase two plans have a strong focus on natural flood management, with proposals to create new woodland areas which would more than double canopy coverage in the River Aire catchment. It also proposes water storage areas to be created and developed, operated by control gates system meaning water can be held and then released back into the river when safe to do so. A third element would be the removal of existing obstructions along the river to help reduce water levels, along with lowering the riverbed in places to improve its capacity and flow.

An outline business case for phase 2 has been completed, which was submitted at the end of January 2018. Outline design for engineered options is being progressed, which will be followed by a tender process with an aim to awarding the construction contract award in autumn 2018.