

# [News story: Grayling announces new Dawlish sea wall as part of £2 billion investment in south-west](#)

- government publishes '[Investing in the South West](#)' detailing £2 billion of funding targeted at supporting growth and prosperity
- Transport Secretary makes up to £80 million available to build a brand new, more resilient sea wall at Dawlish

Transport Secretary Chris Grayling has today (15 February 2019) announced further funding of up to £80 million in the south-west to deliver a new sea wall at Dawlish, providing better protection for the railway and homes behind it.

Upgrades to the sea wall will increase its height by 2.5 metres and include wave returns to reduce the impact of waves and the likelihood of the line being closed during adverse weather. This will help ensure the serious damage and disruption seen during storms in 2014 is not repeated.

The improvements at Dawlish are part of an extensive programme of investment in the south-west to transform connectivity throughout the region, outlined in the [Investing in the South West](#) report. This includes schemes totalling more than £2 billion, improving the strategic road network, high-speed direct bus connectivity, safe and continuous cycle routes and easier transfer between transport modes.

Transport Secretary Chris Grayling said:

We cannot allow the disruption and damage endured by Dawlish and the south-west to happen again. This significant investment demonstrates our cast-iron commitment to delivering a resilient and safe railway, giving passengers, businesses and residents confidence in a reliable service.

With up to £80 million of funding available to create a rigorous set of defences, this new sea wall will help protect this vital route, building on our ambitious plans to grow this region's economy and prosperity through stronger transport connections.

Today's announcement was made as the Transport Secretary visited Dawlish, meeting with Network Rail and local businesses, to discuss how government investment is focused on giving people across the south-west the modern, reliable services they deserve.

Work on the new sea wall will begin in the spring and is expected to be complete by 2021. The government has already provided £15 million for Network

Rail to design a long-lasting solution to this problem, in addition to the £40 million spent by Network Rail to repair the damage caused in the 2014 storm.

Building on detailed geological surveys, Network Rail is continuing to develop solutions for the cliffs along the coast immediately north-east of Teignmouth using the £15 million previously announced. This includes the development of an application for the necessary planning consent for work to maintain the cliffs and protect the railway.

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## **Press release: New guidelines will make testing requirements simpler for drivers with insulin treated diabetes**

The update means drivers can now choose to use flash and continuous glucose monitoring devices to take glucose readings before they drive, or during breaks in driving. Until now, drivers had to check their glucose levels with a finger prick blood reading no more than 2 hours before driving and then again on a break after every 2 hours of driving.

DVLA Chief Executive Julie Lennard said:

We want to make it as safe and as easy as possible for drivers to get on the road. Our panel of medical experts who help set the medical standards for driving are always looking at how we can use advancing technologies, and we're pleased to be able to offer drivers another way of how they monitor their glucose levels.

The guidelines have been updated following discussions with the Secretary of State for Transport's Honorary Medical Advisory Panel on driving and diabetes mellitus. The panel consists of leading medical experts in diabetes, DVLA doctors, lay members and observers from other organisations. It works together with the DVLA to provide expert advice with the aim of maintaining and improving road safety.

Nikki Joule, Policy Manager at Diabetes UK, said:

The new guidance, which means that Flash Glucose Monitoring and Continuous Glucose Monitoring can be used in driving, is a major victory for people with diabetes.

Innovative technologies such as these make people's lives easier, because they improve their ability to monitor their blood glucose

levels day-to-day and manage their condition safely, including whilst driving.

We look forward to keep on working with the DVLA to make sure people living with diabetes are treated fairly, and that everyone is able to hold a driving licence if they meet medical fitness standards.

- 1) The guidelines on glucose testing published today apply to car and motorcycle drivers who treat their diabetes with insulin. The requirements for glucose testing for bus and lorry drivers remain the same (finger prick blood reading).
- 2) Drivers can still use finger prick blood test readings to test their blood glucose levels, should they choose to. The updated guidelines include information for drivers who still prefer to test in this way. The guidelines also include guidance for drivers who treat their diabetes by tablets, diet or both.
- 3) Drivers can wear a glucose monitor (which is in effect a small sensor) on their skin. These sensors record the driver's glucose levels continuously. Flash Glucose Monitors are used by physically scanning the sensor with a handheld device as required to obtain the readings. Continuous glucose monitoring devices transmit a continuous reading to a handheld device, phone or watch directly from the sensor.
- 4) If using flash or continuous glucose monitoring, drivers must still confirm their blood glucose level with a finger prick test if:
  - their glucose level is 4.0 mmol/L or below
  - they experience symptoms of hypoglycaemia
  - the glucose monitoring system gives a reading that is not consistent with the symptoms they are experiencing (for example, they feel the symptoms of hypoglycaemia but the reading does not indicate this)
- 5) Drivers who treat their diabetes with insulin must tell DVLA. Drivers who treat their diabetes by diet only do not need to tell DVLA. If in any doubt, drivers should speak to their GP or a medical professional involved in their treatment.

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## **Press release: UK and USA agree to continue Mutual Recognition Agreement**

An arrangement which helps boost British trade with the US will continue when the UK leaves the European Union, supporting jobs in both countries.

The Mutual Recognition Agreement on Conformity Assessment (MRA) was signed by Her Majesty's Ambassador Sir Kim Darroch and Deputy United States Trade Representative C.J. Mahoney in Washington today (Thursday 14 February).

The agreement will maintain all relevant aspects of the current EU-US MRA when the EU-US agreement ceases to apply to the UK. It helps facilitate goods trade between the two nations and means UK exporters can continue to ensure goods are compliant with technical regulations before they depart the UK, saving businesses time, money and resources. American exporters to the UK benefit in the same way.

Total UK-US trade in sectors covered by the deal is worth up to £12.8 billion, based on recent average trade flows. Of this, the UK exports covered are worth an estimated £8.9 billion- more than a fifth of total UK goods exports to the US. Today's signing marks a crucial step in the important trading relationship between the UK and America, the world's largest economy.

The agreement benefits a range of sectors, including pharmaceuticals. Pharmaceuticals account for around £7.7 billion of UK exports to the US – nearly 18% of total UK goods exports to the US. Other industries that will benefit include the tech sector and telecommunications equipment suppliers.

Similar agreements have been signed in recent weeks with Australia and New Zealand, ensuring continuity and safeguarding revenues for British businesses and consumers.

International Trade Secretary, Dr Liam Fox said:

The UK and the US are the strongest of trading partners and this agreement will allow British and American businesses to keep trading as freely as they do today, without additional bureaucracy.

Our top priority is ensuring continuity for businesses as we leave the European Union and we are signing other agreements in the days and weeks ahead. We look forward to sitting down at the negotiating table with the Americans after we leave the European Union to strike an ambitious new free trade agreement.

This agreement has been welcomed by techUK, who represent more than 900 companies and around 700,000 employees in the UK tech sector.

CEO of techUK, Julian David, said:

This is a positive step to enable trade continuity with the biggest tech market in the world. Manufacturers value the current agreement so it is very good news that they won't now have to seek costly alternative arrangements to get approval for products used in high-end manufacturing, smart electronics and consumer devices.

Ensuring stability in this type of agreement is a strong starting

point for the UK as we develop trade links with the USA as part of the Government's support for a new and proactive trade agenda.

Dr Richard Torbett, Executive Director of Commercial Policy: UK and International, at The Association of the British Pharmaceutical Industry said:

Finalising this MRA provides UK pharmaceutical companies with business continuity by streamlining regulatory processes between the UK and USA post Brexit.

The US is already our largest trading partner outside the EU. Trade between the two countries was worth £184 billion in the year ending Q3 2018 (ONS). The US is also the single biggest source of inward investment into the UK.

The UK is prioritising a new Free Trade Agreement with the US after we leave the EU, and we will publish our response to the public consultations about our negotiation approach shortly.

The UK and US have also signed a Mutual Recognition Agreement on Marine Equipment (MRA) today. This will provide continuity of the effect of the EU-US Marine Equipment MRA when the EU-US agreement ceases to apply to the UK. This means that marine equipment manufacturers will continue only to need certification in one jurisdiction before being able to legally place their equipment on both markets and on board both UK and US flagged vessels.

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## **Press release: Company director pays cost of staying silent in waste investigation**

Craig Hands, a director of Warwickshire Wood Chip Ltd, was identified as a waste broker during an investigation across the south east into illegal waste activities.

He was legally required to supply information requested by an investigating officer but repeatedly failed to do so, holding up investigations.

At Peterborough Magistrates' Court on 22 January 2019, Hands, who pleaded guilty, was fined £1,500 and was ordered to pay £2,710 costs and £120 victim's surcharge.

Wendy Foster, prosecuting for the Environment Agency, said that an investigating officer was authorised to exercise powers under section

108(4)(k) of the Environment Act to look at documents/records that were relevant to an investigation and warned of the offence of obstruction.

“From the beginning of July 2018 to the present date, various reasons have been put forward to explain why documents have not been provided,” she told the court. “No documents have ever been received.”

Magistrates told the court:

We consider this matter as serious. The Environment Agency does a very good job and they need our full support.

Hands, aged 52, of Cauldwell Lane, Bitteswell, Lutterworth, was taken to court to answer a charge under section 110 (2) (b) of the Environment Act 1995 that: between 19 July 2018 and 20 October 2018 without reasonable excuse you did fail to provide facilities or assistance or any information or to permit any inspection reasonably required by an authorised person in the execution of his powers or duties under by or virtue of section 108 of the Environment Act 1995.

Hands entered a guilty plea at an early opportunity and apologised for the offending.

Phil Henderson, Environment Agency crime team leader, said:

This case goes to show that you cannot ignore the law and the people whose job it is to enforce it. We will take action when people deliberately hold up our investigations and others should take note of this.

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## **[News story: Government stakeholders endorse DASA's safety at sea competition – Get the Ship in Shape: accounting for, and tracking, personnel](#)**

DASA's [Get the Ship in Shape competition](#) is part of a wider programme being undertaken by the Royal Navy to improve accounting and tracking of personnel on board Queen Elizabeth Class vessels to ensure provision of Duty of Care in emergency situations. The programme consists of support and preparatory work

to permit the delivery of an innovative solution into service as fast as practicable.

Internal government stakeholders from across the [Ministry of Defence](#) (including the Royal Navy, the [Defence and Security Accelerator](#), the [Defence Science and Technology Laboratory](#), [Defence Equipment & Support Ships Team](#) and the Directorate of Engineering & Safety Technology Office) gathered at HMS Queen Elizabeth to endorse the future plan for the programme. The group highlighted the importance of the programme in order to ensure Duty of Care for those on board by improving the current system.

Attendees discussed the future plans and the project timelines before touring problem areas within the ship that the competition addresses. The stakeholders identified the key practical issues which need to be addressed by the potential technological solutions, including:

## **The Gangway and Pegboards**

Accounting for the personnel on board at any one time is undertaken primarily by the use of pegboards with a particular line for each member of Ship's company, a T-card holder (for accredited visiting contractor / shore support staff) and a visitor log (for all other visitors).

## **Doors**

A range of different doors are able to provide access to and from decks. Correctly identifying where and when personnel have joined or left the ship is of prime importance. Doors may be of different sizes, shapes, and with differing placement within the ship.

## **Boat Well and Rib Access**

Access and egress are also possible via smaller craft and pontoons. In Man Overboard situations boats may be deployed rapidly to recover persons in the water. Any accounting tool must not impede the speed of the response and must be able to account for the on boarding of additional persons recovered from the water.

The [Get the Ship in Shape competition](#) closes on 08 March 2019 at midday (GMT), proposals must be submitted through DASA's [Submission Service](#).