

Speech: Margot James' speech at techUK's Digital Ethics Summit

Good morning everyone.

Thank you Antony for your opening remarks, and Kate for your insights.

I'd like to start by saying how delighted I am to be able to be here today, and to see so many of you gathered together to discuss the hugely important questions of 'digital ethics'.

Digital ethics has surely never been more pressing or more prominently in our minds than it is today. How data is used to target service and products; the way inferences are drawn about our preferences and characteristics; the role which algorithms play in making decisions and how they do this – these are the questions we which are encountering again, and again, in different contexts and sectors.

We only have to look at the resources that are being invested by both industry and governments, or at the news stories ever present in the media, to realise how mainstream these issues have become. 'Digital ethics' is no longer a niche interest, but part of our daily conversations and debates. It is becoming as important as medical ethics.

This is, of course, exactly as it should be. Digital and data-driven technologies present incredible opportunities to improve and transform our lives, delivering benefits across society and driving prosperity and growth. But they can only do this if they are designed and deployed ethically and responsibly, in ways that build and retain the trust of citizens and consumers.

Working out how to do this is challenging. The pace of innovation in the technologies is fast, their impacts not always easily anticipated, and their reach cross-jurisdictional. Governance and regulation in this context also needs to be innovative, agile and forward-thinking. But, at the heart of it all, lies the need to embed responsibility and ethics into the culture and fabric of our companies and public institutions alike.

Government, of course, has a vital role to play in making sure this happens, by providing a regulatory framework and guidelines, but also by supporting and facilitating the development of best practice, principles and standards.

The last twelve months in particular has seen us take hugely ambitious and important steps in this direction. At the start of the year we launched the Digital Charter, a programme of work through which we want to make sure the internet works for everyone – for people, businesses, and society as a whole.

As part of this programme:

- We have successfully passed the Data Protection Act, incorporating GDPR into UK law, creating a new data protection framework fit for the digital age and giving people greater control over their data;
- We have strengthened the UK's data regulator, the ICO, to ensure she has the resources and powers she needs to fulfil her remit. Making the Information Commissioner the largest and most powerful regulator in the EU.
- We have published the Internet Safety Strategy Green Paper, setting out the principles that underpin our approach to internet safety, and will launch our Online Harms White Paper early next year.
- We have revised and updated our Data Ethics Framework, setting out clear principles for how data should be used in the public sector.

Each of these initiatives will play a key role in ensuring that the digital and data-driven technologies are used securely, responsibly and in the interests of society.

Innovation, and innovative businesses, can only thrive when the people trust that technology is working for them and that they will be protected from harm. Public confidence and trust in data management has taken a hit this year and we need to rebuild that trust.

So the one initiative I'd particularly like to highlight today is the Centre for Data Ethics and Innovation – the new expert body that will advise the Government on the challenges and opportunities posed by data-driven technologies, and the governance measures that are needed to address these.

The Government took the pioneering step to create this major new advisory body shortly before techUK's last Digital Summit, at the 2017 Autumn Budget. In June this year we set out a detailed vision setting out how we proposed the Centre should work and what it will do; and in November we published our finalised proposals following an extensive twelve week consultation.

I am pleased to say that the Centre is now very much up and running.

- We have a fantastic chair in place, Roger Taylor, current chair of Ofqual, founder of the healthcare data firm Dr Foster and passionate advocate for the transformative potential of data.
- We have assembled a board that brings together some of our best and brightest minds from different sectors and disciplines – business leaders and ethicists; philosophers and lawyers; regulators, researchers and parliamentarians.

- And we commissioned the Centre's first two projects, – one examining how data shapes people's online experiences, the other looking at the potential for bias in decisions made using algorithms.

It is no surprise, I think, that since we announced the Centre a host of similar initiatives have been announced across the globe. There is a clear recognition on the part of governments world wide that addressing the ethical challenges posed digital technologies will be the key to unlocking and enabling innovation, and that the countries who lead that debate are the ones that will retain a competitive edge in an ever competitive world.

But, of course, the responsibility for ensuring that digital technologies are used ethically and responsibly does not fall on government alone. Industry too must play – if anything – an even bigger part, and of course has a vested interest in doing so; the companies that earn their customers' trust are the ones that will thrive. In this regard it is hugely gratifying to see how seriously some companies have been thinking about these issues in the last twelve months. The best solutions, by far, will be the ones that are developed voluntarily and that recognise ethics as the key – not the obstacle – to success.

Of course, with much of this we are at a comparatively early stage. Going forwards we will need to scrutinise our collective efforts to work out what is working and what is not; what has been addressed and what has been missed. That is one reason why we are creating the Centre, but it is not for the Centre alone. All of us will need to monitor these questions, to work out how we can embed ethical thinking ever more firmly into our practices and products – and, as I alluded to earlier, to ensure that public trust is placed at the heart of this work.

To conclude, I am clear that if we are to succeed in unlocking the benefits available to the UK from these amazing technologies, we must begin with ethics, and that this must go hand-in-hand with real efforts to engage citizens and consumers, and to prove the trustworthiness of these technologies.

Whilst the Government has taken significant steps in this direction, clearly there is still much progress to be made. Industry, civil society, and Government will all need to work collaboratively to achieve these aims.

I hope that discussions today will allow you to explore these issues in more detail, and look forward to hearing the conclusions you reach.

END

[Press release: Cornwall drug addict has jail time increased](#)

A heroin addict who carried out a sustained assault on a man will spend longer behind bars after Solicitor General, Robert Buckland QC MP, referred his original sentence to the Court of Appeal as unduly lenient.

Steven Brown, 40, along with his girlfriend, Jodine Harvey, had been staying at the victim Vincent Rutter's flat over the festive period last year. The 3 had all consumed large amounts of heroin and crack-cocaine.

Around 28 December 2017, while Harvey was sleeping, Rutter attempted to remove a Kinder egg concealed in her vagina that contained the last of the drugs.

Rutter's actions woke Harvey up, and Brown and Harvey then accused Rutter of stealing the drugs. They embarked on a sustained assault that left the victim very badly injured.

Rutter eventually went to his neighbour a significant period of time after the infliction of his injuries, and after Brown and Harvey had fallen asleep. The police were contacted and Rutter was taken to hospital. Rutter suffered life-threatening injuries, sustaining 17 fractured ribs, collapsed lungs and a lacerated spleen. He required an operation for plates and screws to be inserted, and spent a total of 9 days in hospital.

Brown, who was convicted of causing grievous bodily harm with intent was originally sentenced in September at Truro Crown Court to 3 years in prison. He will now serve 5 years behind bars.

Speaking after the hearing, the Solicitor General said:

"This was a vicious and sustained attack that left a man with serious injuries, and all because of drugs. The original sentence failed to take proper account of the seriousness of the offence and the harm drugs can do to people's lives. I am pleased the Court has now seen fit to increase the prison term."

[Press release: Foreign flagged ships detained in the UK during November](#)

2018

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

1. In response to one of the recommendations of Lord Donaldson's inquiry into the prevention of pollution from merchant shipping, and in compliance with the EU Directive on Port State Control (2009/16/EC as amended), the Maritime and Coastguard agency (MCA) publishes details of the foreign flagged vessels detained in UK ports each month.
2. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows the ships with a high risk rating and poor detention records to be targeted for future inspection.
3. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency. When a ship is found to be not in compliance with applicable convention requirements, a deficiency may be raised. If any of their deficiencies are so serious they have to be rectified before departure, then the ship will be detained.
4. All deficiencies should be rectified before departure if at all possible.
5. When applicable, the list includes those passenger craft prevented from operating under the provisions of the EU Directive on Mandatory Surveys for the safe operation of regular Ro-Ro ferry and high speed passenger craft services (1999/35/EU).

Notes on the list of detentions

- Full details of the ship. The accompanying detention list shows ship's International Maritime Organization (IMO) number which is unchanging throughout the ship's life and uniquely identifies it. It also shows the ship's name and flag state at the time of its inspection.
- Company. The company shown in the vessel's Safety Management Certificate (SMC) or if there is no SMC, then the party otherwise believed to be responsible for the safety of the ship at the time of inspection.
- Classification Society. The list shows the Classification Society responsible for classing the ship only.

- Recognised Organisation. Responsible for conducting the statutory surveys: and issuing statutory certificates on behalf of the Flag State
- White (WL), Grey (GL) and Black lists (BL) are issued by the Paris MoU on 01 July each year and shows the performance of flag State.

SHIPS DETAINED IN OCTOBER 2018

Vessel Name: HOEGH TRANSPORTER

GT: 57757

IMO: 9176395

Flag: Norway (white list)

Company: Hoegh Wallem Ship Mgmt -PHI

Classification Society: Lloyds Register

Recognised Organisation: Lloyds Register

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: GNV-GL

Date and Place of Detention: 2nd November 2018 at Tyne

Summary: Twelve deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
10105 – Magnetic Compass	Not as required	No
07105 – Fire doors/openings in fire-resisting divisions	Not as required	No
11112 – Launching arrangements for survival craft	Not properly maintained	No
18407 – Lighting (Working Spaces)	Inoperative	No
18327 – Ventilation (Working spaces)	Not as required	No
15150 – ISM	Not as required	Yes
03108 – Ventilators, air pipes, casings	Corroded	No
11113 – Launching arrangements for rescue boats	Not properly maintained	No
12114 – Bulkhead – corrosion	Corroded	No
02110 – Beams, frames, floor-op. damage	Buckled	No
03107 – Doors	Corroded	No
07111 – Personal equipment for fire safety	Not as required	No

This vessel was released on 6th November 2018

Vessel Name: RIVER ELBE

GT: 1951

IMO: 8602945

Flag: Panama (White list)

Company: Wakes & Co Ltd

Classification Society: Polski Register of Shipping

Recognised Organisation: National Shipping Adjusters

Recognised Organisation for ISM Doc: National Shipping Adjusters

Recognised Organisation for ISM SMC: National Shipping Adjusters

Date and Place of Detention: 5th November 2018 at Leith

Summary: Twenty-one deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
11101 – Lifeboats	Not ready for use	Yes
10101 – Pilot ladders and hoist/pilot transfer arrangements	Damaged	No
02106 – Hull damage impairing seaworthiness	Holed	Yes
04108 – Muster list	Not updated	No
11131 – On board training and instructions	Not as required	No
11102 – Lifeboat inventory	Not as required	No
02106 – Hull damage impairing seaworthiness	Not as required	No
07105 – Fire doors/opening in fire-resisting divisions	Not as required	No
15150 – ISM	Not as required	No
10127 – Voyage or passage plan	Not as required	No
11112 – Launching arrangements for survival craft	Broken	Yes
04110 – Abandon ship drills	Lack of Knowledge	No
11101 – Lifeboats	Not properly maintained	No
11103 – Stowage and provisions of lifeboats	Not as required	Yes
11116 – Distress flares	Expired	No
11132 – Maintenance and Inspections	Not as required	No
07101 – Fire prevention structural integrity	Not as required	No
07113 – Fire pumps and its air pipes	Not as required	No

03108 – Ventilators, air pipes, casings	Not properly maintained	No
11112- Launching arrangements for survival craft	Inoperative	Yes
11132 – Maintenance and Inspections	Not required	No

This vessel was released on 14th November 2018

Vessel Name: ARGYROULA

GT: 15949

IMO: 9159050

Flag: Marshall Islands (White list)

Company: GS Maritime Co Ltd

Classification Society: NKK

Recognised Organisation: NKK, BV

Recognised Organisation for ISM Doc: NKK

Recognised Organisation for ISM SMC: NKK

Date and Place of Detention: 11th November 2018 at Hull

Summary: Eleven deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
05116 – Operation/Maintenance	Not as required	Yes
11119 – Immersion suits	Not as required	Yes
07125 – Evaluation of crew performance (fire drills)	Lack of training	Yes
04114 – Emergency source of power – emergency generator	Not properly maintained	Yes
18427 – Ship’s occupational safety and health policies and programmes	Not as required	No
07105 – Fire doors/openings in fire-resisting divisions	Not as required	Yes
18303 – drainage	Not as required	No
07124 – Maintenance of fire protection systems	Not as required	No
14604 – Bunker delivery notes	Missing	No
11112 – Launching arrangements for survival craft	Not properly maintained	No
15150 – ISM	Not as required	No

This vessel was released on 15th November 2018

Vessel Name: MTM HONG KONG

GT: 20043

IMO: 9228320

Flag: Singapore (White list)

Company: MTM Ship Management PTE

Classification Society: NKK

Recognised Organisation: NKK, ABS

Recognised Organisation for ISM Doc: ABS

Recognised Organisation for ISM SMC: ABS

Date and Place of Detention: 14th November 2018 at Hull

Summary: Eighteen deficiencies with two grounds for detention

Defective item | Nature of defect | Ground for Detention
10101 – Pilot ladder and hoist/pilot transfer arrangements | Damaged | No
10109 – Lights, shapes, sound – signals | Missing | No
07105 – Fire doors/openings in fire -resisting divisions | Not as required | No
04109 – Fire drills| Lack of control | No
15150 – ISM | Not as required | No
10105 – Magnetic compass | Not as required | No
18416 – Ropes and wires | Not as required | No
01220 – Seafarers' employment agreement (SEA)| Not properly filled |No
10101 – Pilot ladder and hoist/pilot transfer arrangements | Unsafe | Yes
18425 – Access/Structural features (ship)| Damaged | Yes
18425 – Access/Structural features (ship)| Not as required| No
03103 – Railings, gangway, walkway and means for safe passage | Corroded | No
01204 – Certificate for personnel on tankers | Not as required | No
05103 – Main installation | Not as required | No
06106 – Cargo transfer – Tankers | Not as required |No
18414 – Protection machines/parts | Inoperative | No
11128 – Line-throwing appliance | Incomplete | No
18324 – Cold room, cleanliness, cold room temperature | Damaged | No
This vessel was released on 16th November 2018

Vessel Name: AVIATOR

GT: 11743

IMO: 9363754

Flag: Marshall Islands (White list)

Company: Evalend Shipping Co SA

Classification Society: NKK

Recognised Organisation: NKK

Recognised Organisation for ISM Doc: NKK

Recognised Organisation for ISM SMC: NKK

Date and Place of Detention: 19th November 2018 at Warren Point

Summary: Twelve deficiencies with eight grounds for detention

Defective item	Nature of defect	Ground for Detention
07105 – Fire doors/openings in fire-resisting divisions	Malfunctioning	Yes
18326 – Laundry, Adequate locker	Not as required	Yes
01305 – Log-books/compulsory entries	Not properly filled	No
18302 – Sanitary Facilities	Not Hygienic	Yes
15150 – ISM	Not as required	Yes
18302 – Sanitary Facilities	Not as required	Yes
10105 – Magnetic compass	Not as required	No
18312 – Galley, handlingroom (maintenance)	Not Hygienic	Yes
07199 – Other (fire safety)	Other	Yes
05115 – Radio log (diary)	Not as required	No
07116 – Ventilation	Not as required	Yes
14617 – Sulphur content of fuel used	Not as required	No

This vessel was released on 22nd November 2018

Vessel Name: FREZYA S

GT: 11743

IMO: 9353022

Flag: Panama (White list)

Company: Oras Denizcilik ve Ticaret Ltd

Classification Society: BV

Recognised Organisation: BV

Recognised Organisation for ISM Doc: N/A

Recognised Organisation for ISM SMC: N/A

Date and Place of Detention: 19th November 2018 at Southampton

Summary: Seventeen deficiencies with six grounds for detention

Defective item	Nature of defect	Ground for Detention
18313 – Cleanliness	Dirty	Yes
07116 – Ventilation	Not as required	No
18314 – Provisions quantity	Insufficient	Yes

07199 – Other (fire safety)	Other	No
02105 – Steering gear	Inoperative	No
13103 – Gauges, thermometers, etc	Not as required	No
15150 – ISM	Not as required	No
10111 – Charts	Missing	No
01324 – Material Safety Data sheets (MSDS)	Missing	No
18318 – Food temperature	Not as required	Yes
18424 – Steam pipes, pressure pipes, wires (insulation)	Not as required	Yes
08199 – Other (alarms)	Other	No
18408 – Electrical	Unsafe	Yes
18499 – Other (Health protection, medical care)	Other	No
10116 – Nautical publications	Missing	No
03106 – Windows, sidescuttles and deadlights	Not as required	No
01140 – Declaration of Maritime Labour Compliance (Part I and II)	Missing	Yes

This vessel was still detained on 30th November 2018

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: POSEIDON

GT: 1412

IMO: 7363217

Flag: Iceland (White list)

Company: Neptune EHF

Classification Society: NA

Recognised Organisation: NA

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: DNV-GL

Date and Place of Detention: 19th July 2018 at Hull

Summary: Ten deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
01199 – Other certificates	Other	No
01218 – Medical	Incorrect language	No
02106 – Hull damage impairing seaworthiness	Holed	Yes

07113 – Fire Pumps	Insufficient Pressure	Yes
07103 – Divisions – Decks, bulkheads and penetrations	Not as required	No
12107 – Ballast, fuel and other tanks	Not as required	No
07105 – Fire doors/openings in fire resisting divisions	Not as required	No
01101 – Cargo Ship Safety Equipment (including exemption)	Missing	No
01102 – Cargo Ship Safety Construction (including exemption)	Missing	No
01104 – Cargo Ship Safety Radio (including exemption)	Missing	No

This vessel was still detained on 30th November 2018

Vessel Name: TECOIL POLARIS

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list)

Company: Tecoil Shipping Ltd

Classification Society: RMRS

Recognised Organisation: RMRS

Recognised Organisation for ISM DOC: RMRS

Recognised Organisation for ISM SMC: RMRS

Date and Place of Detention: 6th June 2018 at Immingham

Summary: Twenty-Seven deficiencies with eight grounds for detentions

Defective item	Nature of defect	Ground for Detention
01123 – Continuous synopsis record	Entries missing	No
01218 – Medical certificate	Missing	No
01320 – Garbage record book	Incorrect	No
01308 – Record of seafarers' daily hours of work or rest	False	No
04110 – Abandon ship drill	Insufficient frequency	No
10105 – Magnetic compass	Inoperative	Yes
10128 – Navigation bridge visibility	Not as required	No
10104 – Gyro compass	Inoperative	Yes
11122 – Radio life-saving appliances	Inoperative	No

11129 – Operational readiness of lifesaving appliances	Not as required	Yes
04109 – Fire drills	Lack of communication	No
10127 – Voyage or passage plan	Not as required	Yes
10123 – International code of signals – SOLAS	Missing	No
15150 – ISM	Not as required	Yes
05110 – Facilities for reception of marine safety inform.	Not as required	No
05199 – Other (radiocommunication)	Other	No
11104 – Rescue boats	Not properly maintained	Yes
11101 – Lifeboats	Not ready for use	Yes
10101 – Pilot ladder and hoist/pilot transfer arrangements	Unsafe	No
06105 – Atmosphere testing instrument	Not properly maintained	No
07105 – Fire doors/openings in fire resisting divisions	Not as required	No
01117 – International Oil Pollution Prevention (IOPP)	Invalid	Yes
14604 – Bunker delivery note	Not as required	No
01315 – Oil record book	Not properly filled	No
02105 – Steering gear	Not properly maintained	No
02108 – Electrical installations in general	Not properly maintained	No
11134 – Operations of life saving appliances	Lack of familiarity	No

This vessel was still detained on 30th November 2018

Vessel Name: CIEN PORCIENTO (General Cargo)

GT: 106.

IMO No: 8944446.

Flag: Unregistered.

Company: Open Window Inc.

Classification Society: Unclassed.

Recognised Organisation: Not applicable.

Recognised Organisation for ISM DOC: Not applicable.

Recognised Organisation for ISM SMC: Not applicable

Date and Place of detention: 4 March 2010, Lowestoft

Summary: Thirty deficiencies including seven grounds for detention

This vessel was still detained on 30th November 2018 Notes to Editors • The MCA is a partner in the Sea Vision UK campaign to raise awareness and understanding of the sea and maritime activities. Sea Vision promotes the importance and economic value of the sector and works to highlight the exciting range of activities and career opportunities available to young people within the UK growing maritime sector at www.seavision.org.uk

- Follow us on Twitter: @MCA_media

For further information please contact Maritime and Coastguard Agency Press Office, on: +44 (0) 2380 329 401 Press releases and further information about the agency is available [here](#).

[News story: UK at the forefront of international efforts to tackle corruption](#)

New legislation, powers and tools to tackle corruption in the UK have been heralded in a new report, which comes just days after an international watchdog gave the UK top marks for its response to dirty money.

Among the achievements across the past 12 months listed in a cross-government review of the [Anti-Corruption Strategy](#) was the Criminal Finances Act – which saw the first use of new powers. The new national economic crime centre and a central government network to reduce the risks of bribery and corruption are also highlighted as commitments fulfilled this year.

According to the assessment of the strategy, which aims to support national security, prosperity at home and abroad and public confidence in our institutions, nearly all the commitments due this year have been met while laying the foundation for the rest.

Ben Wallace MP, Minister of State for Security and Economic Crime, said:

Corruption and economic crime undermine our economy, damage our international reputation and have a corrosive effect on individuals and communities. This report shows our determination to tackle these threats and that the UK remains in the vanguard of international efforts to tackle corruption. I am delighted with the progress made.

As part of the strategy, which was published last December, the government

has brought the Criminal Finances Act into force, including additional powers for law enforcement agencies to identify and recover corrupt and criminal funds. The act introduced unexplained wealth orders, which can be used to compel individuals to explain the sources of their wealth. The first UWOs have been issued relating to assets of £22 million.

The new National Economic Crime Centre (NECC), housed within the National Crime Agency, fulfils another Strategy commitment. Additionally, the UK is strengthening its framework for combatting corruption by evaluating our systems through international reviews including the Financial Action Task Force (FATF), the global standard setter for anti-money laundering and counter-terrorist financing. According to a Mutual Evaluation Report published by FATF on 7 December, the UK is world-leading in the fight against illicit finance.

A further action taken since the Strategy was published is the launch of a new government Counter-Fraud Profession. This is a professional network of more than 3,000 civil servants who specialise in tackling fraud, bribery and corruption. It allows them to access training and share their expertise in order to enhance the quality of their risk assessments and investigations.

In addition, last month the government launched the Serious and Organised Crime Strategy, which includes an investment of at least £48 million over the next 18 months for a package of capabilities to tackle economic crime and illicit finance.

Individual government departments are responsible for implementing specific actions from the Strategy and these are overseen by the Prime Minister's Anti-Corruption Champion, John Penrose MP. In Copenhagen in October he launched a campaign to make it harder for criminals to hide the proceeds of corruption and crime behind complex corporate structures by increasing transparency of the ownership of companies and other entities.

Mr Penrose said:

Tackling corruption at home and abroad doesn't just keep us all safe; it means our economy grows faster, creates a level playing field for our exporters and shows the world that post-Brexit Britain will always be a fair and trusted trading partner.

This is the first annual progress update on the government's Anti-Corruption Strategy. Together with last week's FATF report, which gave Britain a top-notch international anti-corruption ranking, it shows we're steadily making the UK a tougher place for criminals and the corrupt.

The government's 6 priorities under the Strategy are:

- reducing the insider threat in high risk domestic sectors such as borders and ports
- reducing corruption in public procurement and grants

- promoting integrity across the public and private sectors
- strengthening the integrity of the UK as an international financial centre
- improving the business environment globally
- working with other countries to combat corruption

Of the 134 commitments in the Strategy, 30 contained elements due for completion by the end of 2018. Of these, 26 have been completed and 2 have been partially completed. Work has begun on the remaining 2 elements and is on track to be completed by next year, according to the report.

[Press release: Carlisle residents invited to have their say on future flood risk](#)

Carlisle residents are being invited to share their thoughts on a flood risk management scheme for the town at an upcoming community drop-in session.

Hosted by the Environment Agency, on Wednesday 23rd January at Brunton Park, New Sponsors room, the event will provide an opportunity for people to find out more about managing the impact of future flooding in their local area.

Since flooding in early December 2015, which saw large parts of the community affected, the Environment Agency has been exploring ways to better protect the area in the future. This has included extensive appraisal work to identify the best ways to invest government funding for improved flood defences in Carlisle.

The drop-in session, which will take place from 4pm till 7.30pm, will provide an overview of the plans for Carlisle and allow the project team to share the latest developments with the local community.

Environment Agency officers will also be on hand throughout the event to discuss and answer any other questions residents may have.

Stewart Mounsey, Environment Agency Flood Risk Manager for Cumbria, said:

We are pleased to be in a position to share the latest developments for managing future flood risk with the Carlisle community. We saw first-hand the devastating impact the floods of 2015 had on residents and businesses and we want to work really closely with the community to help reduce their impact in the future.

We are currently refining our preferred options, which gives us a

great opportunity to further take on-board local knowledge and insight around proposals going forward. We would encourage everyone to come along to the drop-in session to learn more about our ongoing work, to contribute by sharing their views and thoughts on the plans and to see how they can continue to be involved as flood risk management recommendations develop.

Given the extent of works required in Carlisle, the city is being divided up in to different phases of work. We hope to submit the planning application for phase one in early 2019, with an aim to start work in summer 2019.

For those unable to attend the upcoming drop-in session, the information will also be available online following the event on the [Cumbria Strategic Flood Partnership website](#). Anyone without access to a computer or smartphone at home can get online via computers at their local library.

Anyone with any comments on the plans should email CarlisleFRMS@environment-agency.gov.uk

Notes to Editors:

Residents at risk of flooding should always prepare in advance by going online at <http://bit.ly/QEBvEJ> and signing up for free flood warnings. Alternatively, they can telephone the Environment Agency Floodline on 0345 988 1188 and find out what they can do to protect themselves and their property when flooding hits.

It is also important to plan how you'll respond to a flood. Visit <https://www.gov.uk/prepare-for-flooding/future-flooding> and use the template to make a personal or community wide flood action plan.

The community can find more information about funding flood risk management schemes at the [Cumbria Strategic Flood Partnership website](#).