

## **News story: Appointment of Gabriella Bettiga as new member of the Tribunal Procedure Committee**

We are pleased to announce that Gabriella Bettiga has been appointed by the Lord Chancellor in consultation with the Lord Chief Justice to be a member of the Tribunal Procedure Committee (TPC) for 3 years. This post is unpaid.

Gabriella Bettiga is a practising immigration and asylum consultant solicitor and accredited at Level 3 Advanced Caseworker. She is a member of the Special Control Review Panel and Chairs the Independent Funding Adjudicator and Independent Cost Assessors at the Legal Aid Agency. Gabriella has researched for SOAS University of London in the Centre of Islamic and Middle Eastern Law. She is the author for an online newspaper and lectures regularly on human rights, immigration, asylum and public law.

The Tribunal Procedure Committee (TPC) was established on 19 May 2008 under the Tribunals, Courts and Enforcement Act 2007 (TCEA). Its purpose is to make rules governing the practice and procedure for the First-tier and Upper Tribunals.

The appointments process has been conducted in accordance with the Commissioner for Public Appointments Code of Practice on Ministerial public appointments to public bodies.

Gabriella has declared no political activity or conflict of interest.

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## **Press release: Fresh Aid Match round opens – giving charities the chance to double donations**

UK Aid Match brings charities, the public and UK government together to collectively change the lives of some of the world's poorest people. It also gives the British public an opportunity to engage with international development issues and have a say in how UK aid is spent.

The Department for International Development welcomes proposals for the latest £20 million round of UK Aid Match from charities working on the following issues: disability, health, women's empowerment, youth employment, prosperity, modern slavery, girls' education, plus oceans and plastics.

This will be the first time the public will be able to double their donations to charities tackling the scourge of plastics waste in the world's oceans.

Penny Mordaunt, International Development Secretary, said:

This is a very exciting step for UK Aid Match as, for the first time, we are asking for proposals to tackle the huge problem of ocean plastics. This is a clear sign of the British public's passion and energy to fight against global plastic waste.

I'm looking forward to seeing the innovative solutions, which charities will bring to this global issue. I am sure the UK public will continue to show their incredibly generous support for the UK Aid Match scheme.

In the last five years, UK Aid Match has supported 42 charities and run projects in 22 countries, which have benefitted more than 19million of the world's poorest people. The government has matched every public donation made to these charities pound for, helping them go further in changing and saving lives.

One of the many charities which have had their donations matched by the UK government funding is Action Against Hunger. Through UK Aid Match funding, they were able to raise £2million for their most recent appeal #HealthyMumsHealthyKids.

Action Against Hunger will use this money to support mums-to-be and children in Senegal where one in five children are stunted and 30% of all child deaths are due to malnutrition. This programme will ensure young people, pregnant women and children get the right food they need to avoid a lifetime of damaging effects from poor nutrition.

Executive Director of Action Against Hunger, Jean-Michel Grand, said in support of Aid Match:

We were thrilled public donations to our #HealthyMumsHealthyKids appeal were matched by the UK Government last year. Our generous donors were encouraged by the government's pledge to double every pound they gave to improve the health of mothers and children in Senegal. The Aid Match scheme is a fantastic way for people who believe in a world free from hunger to double the impact they make on the lives of malnourished children around the world.

To find out more and enter UK Aid Match please visit: [www.ukaidmatch.org](http://www.ukaidmatch.org) Each charity appeal must run for up to three months and raise up to a maximum of £2million, subject to a due diligence assessment.

## Notes to editors

UK Aid Match brings charities, the British public and the UK government together to collectively change the lives of some of the world's poorest and most vulnerable people.

It is designed to provide opportunities for the UK public to engage with international development issues and have a say in how UK aid is spent, whilst boosting the impact of the very best civil society projects to reach the poorest people in developing countries.

For every £1 donated to a UK Aid Match charity appeal, the government will also contribute £1 of UK aid, to help these projects go further in changing and saving lives. UK Aid Match is funded from the international development budget, for donations made by individuals living in the UK.

The first phase of UK Aid Match, launched between 2013 and 2016, funded 59 appeals. An estimated 3.6 million people in the UK donated to match-funded appeals. A total of £120m went to 42 charities, operating in 22 countries and running projects including health, education and water, sanitation and hygiene which are expected to benefit 19 million people.

Round 1 of the second phase of UK Aid Match will match 25 appeals running between September 2017 and June 2018. An estimated £30 million will be matched.

The latest UK Aid Match funding round (Phase 2 Round 2) will be launched on 17 April 2018. It will open for applications on 30 April 2018 with a deadline for concept notes by 25 May 2018.

From 12 February 2018 the Fund Manager for UK Aid Match has been MannionDaniels, working in consortium with Oxford Policy Management (OPM), Education Development Trust (EDT), Royal Tropical Institute (KIT), and the Social Change Agency (SCA).

For more information on the fund, or to make an application, please visit the [UK Aid Match website](#)

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## **[News story: MCA and RNLI test drones in real-life search and rescue scenarios](#)**

A week-long event took place along a stretch of coastline at St Athan, Wales, with a selection of drones being used in four different search and rescue scenarios to explore how they could be used to help save lives in the future.

The scenarios being tested this week are a shoreline search for a casualty, an offshore search for multiple casualties in the sea, a mud rescue and a communications blackspot where a drone is required to relay information between rescue teams and a casualty on a cliff.

These scenarios will evaluate the potential impact of using drones – also referred to as Unmanned Aerial Systems (UAS) – on operations. Particular attention will be paid to how drones can work together with existing search and rescue teams and assets, with RNLI lifeboats and an HM coastguard search and rescue helicopter featuring in this week's rescue scenarios, to enhance lifesaving capability and reduce risk to rescue teams.

Hannah Nobbs, from the RNLI's innovation team, said: 'The aim of this event is to provide realistic scenarios and an authentic operating environment to explore the use of drones in multi-agency operations. We hope this will allow us to understand the benefits and limitations of their use in search and rescue activity.'

'This week-long test event is the culmination of around two years of work, where we've explored the use of drones in collaboration with key search and rescue partners and industry experts.'

'The RNLI has a proud history of embracing new technology – from cork lifejackets in the 1800s to the design and build of our waterjet-propelled Shannon class lifeboat. So it's very exciting for us to now explore the potential use of drones in search and rescue activity, in partnership with the maritime & coastguard agency.'

Phil Hanson, aviation technical assurance manager at the MCA, said: 'The MCA is always ready to embrace working with new technology – especially if that technology could enhance search and rescue efficiency, save more lives and reduce risk to our personnel.'

'There is significant evidence emerging from our overseas counterparts and more locally from UK mountain rescue teams indicating that drones can play a crucial role in emergency response. With this in mind, we welcome the opportunity to take part in these emerging trials to test the viability of drone technology with other rescue resources.'

'It's too early to comment on how we will move forward from the trials but one thing we all agree on is that drones cannot replace helicopters, coastguard rescue teams or lifeboats. However, it is entirely possible that they could be an additional tool to use in search and rescue.'

There are six different industry partners supporting the event, with these organisations supplying and operating the drones during the exercises. Participating industry partners include Lockheed Martin UK, Scisys and the university of Bath.

A variety of drones are being used in the scenarios, including rotary platforms that offer stability for electro-optic and thermal sensor payloads, a tethered drone and fixed wing platforms that are runway or catapult

launched. The test ran from Monday 23 April to Friday 27 April.

[Footage of the trial](#)

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## **Press release: Foreign flagged ships detained in the UK during April 2018**

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

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 APRIL 2018

### Vessel Name: GHETTY BOTTIGLIERY

GT: 25063

IMO: 9232034

Flag: Italy

Company: Giuseppe Bottigliery Shipping Company S.p.A.

Classification Society: RINA

Recognised Organisation: RINA

Recognised Organisation for ISM Doc: FLAG

Recognised Organisation for ISM SMC: FLAG

Date and Place of Detention: 10th April at Portbury

Summary: Fifteen deficiencies with two ground for detention

Defective item	Nature of defect	Ground for Detention
18305 – Hospital accommodation(Sickbay)	Not as required	No
14615 – Fuel change-over procedure	Not as required	No
04114 – Emergency source of power – Emergency generator	Not as required	No
09232 – Cleanliness of engine room	Insufficient	No
13103 – Gauges, thermometers, etc	Inoperative	No
13102 – Auxiliary engine	Not as required	No
07105 – Fire detection and alarm system	Not as required	No
18424 – Steam pipes, pressure pipes, wires (insulation)	Not as required	No
07106 – Fire detection and alarm system	Inoperative	No

11101 – Lifeboats	Not properly maintained	No
11102 – Lifeboat inventory	Not as required	No
06105 – Atmosphere testing instrument	Not properly maintained	No
04109 – Fire drills	Lack of training	Yes
06106 – Cargo transfer – Tankers	Not as required	No
15150 – ISM	Not as required	Yes

This vessel was released on 16th April 2018

**Vessel Name: CELTICA HAV**

GT: 1537

IMO: 8422022

Flag: Bahamas

Company: HAV Ship Management NorRus AS

Classification Society: DNV GL

Recognised Organisation: DNV GL

Recognised Organisation for ISM Doc: DNV GL

Recognised Organisation for ISM SMC: DNV GL

Date and Place of Detention: 4th April 2018 at Swansea

Summary: Three deficiencies with two ground for detention

Defective item	Nature of defect	Ground for Detention
02106 – Hull damage impairing seaworthiness	Holed	Yes
10127 – Voyage or passage plan	Not as required	Yes
10111 – Charts	Not updated	No

This vessel was still detained on 30th April 2018

**DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS**

**Vessel Name: ANNA**

GT: 39709

IMO: 9255593

Flag: Bahamas (White List)

Company: Adelfia Navigation SA

Classification Society: LR

Recognised Organisation: LR Recognised Organisation for ISM Doc: LR

Recognised Organisation for ISM SMC: LR

Date and Place of Detention: 31st March at Immingham

Summary: Fifteen deficiencies with two ground for detention

Defective item	Nature of defect	Ground for Detention
15150 – ISM	Not as required	Yes
10127 – Voyage or passage plan	Not as required	No
11101 – Lifeboats	Inoperative	Yes
10101 – Pilot ladders and hoist/pilot transfer arrangements	Missing	No
04109 – Fire drills	Lack of control	No
02105 – Steering gear	Not as required	No
04108 – Muster list	Incomplete	No
05105 – MF/HF Radio installation	Not as required	No
01331 – Collective bargaining agreement	Missing	No
11117 – Lifebuoys incl. provision and disposition	Not as required	No
18432 – Risk evaluation, training and instruction to seafarers	Missing	No
11124 – Embarkation arrangement survival craft	Not properly maintained	No
18416 – Ropes and wires	Damaged	No
11116 – Distress flares	Insufficient	No
11103 – Stowage and provision of Lifeboats	Not as required	No

This vessel was released on 5th April 2018

**Vessel Name: K DADAYLI**

GT: 5751

IMO: 9513191

Flag: Panama (White List)

Company: Dadaylilar Denizcilik Nakliyat

Classification Society: RINA

Recognised Organisation: PHRS Recognised Organisation for ISM Doc: PHRS/BV

Recognised Organisation for ISM SMC: PHRS/BV

Date and Place of Detention: 26th March at Immingham

Summary: Twenty nine deficiencies with four ground for detention

Defective item	Nature of defect	Ground for Detention
01316 – Cargo Information	Missing information	No
07199 – Other (fire safety)	Other	Yes
09235 – Fitness for duty – work and rest hours	Rest hours insufficient	No
10101 – Pilot ladders and hoist/pilot transfer arrangements	Missing	No
04108 – Muster list	Incomplete	No
10127 – Voyage or passenger plan	Lack of information	No
11131 – On board training and instructions	Missing information	No
11131 – On board training and instructions	Lack of training	No
11117 – Lifebuoys incl. provision and disposition	Not as required	No
05104 – MF Radio installation	Not as required	No
07111 – Personal equipment for fire safety	Not properly maintained	No
18418 – Winches & capstans	Inoperative	No
03108 – Ventilators, air pipes, casing	Not as required	Yes
18432 – Risk evaluation, training and instruction to seafarers	Missing	No
03113 – Bulwarks and freeing ports	Not as required	No
11105 – Rescue boat inventory	Not as required	No
11104 – Rescue boats	Missing equipment	No
15150 – ISM	Not as required	Yes
01333 – Ship specific plans for the recovery of persons from water	Incomplete	No
11104 – Rescue boats	Not properly maintained	No
05116 – Operation/maintenance	Not properly maintained	No
06105 – Atmosphere testing instrument	Missing	No
03108 – Ventilators, air pipes, casings	Not properly maintained	Yes
04103 – Emergency, lighting, batteries and switches	Inoperative	No
07114 – Remote means of control (opening, pumps, ventilation, etc.) Machinery spaces	Not as required	No
07106 – Fire detection and alarm system	Not properly maintained	No
11101 – Lifeboats	Not ready for use	No

07125 – Evaluation of crew performance (fire drills)	Lack of familiarity	No
07106 – Fire detection and alarm system	Not as required	No

This vessel was released on 3rd April 2018

**Vessel Name: SEA TRIDENT**

GT: 964.

IMO No: 7393169.

Flag: PANAMA (white list)

Company:

Classification Society: Expired

Recognised Organisation: Expired

Recognised Organisation for ISM DOC:

Recognised Organisation for ISM SMC:

Date and Place of Detention: 17 June 2016, West Cowes

Summary: Seventeen deficiencies with seventeen grounds for detentions

Defective item	Nature of defect	Ground for Detention
01101 – Cargo ship safety equipment cert	Expired	Yes
01102 – Cargo Ship safety construction cert	Expired	Yes
01104 – Cargo ship safety radio cert	Expired	Yes
01108 – Loadline cert	Expired	Yes
01117 – IOPP (International Oil Pollution Prevention cert	Expired	Yes
01119 – International Sewage Pollution Prevention cert	Expired	Yes
01124 – International Air Pollution Prevention cert	Expired	Yes
01137 – Civil liability for bunker oil pollution damage cert	Expired	Yes
01199 – Other certs (Certificate of class)	Expired	Yes
01201 – Certificates for master and officers	Missing	Yes
10111 – Charts	Not updated	Yes
10116 – Publications Nautical	Not updated	Yes
11108 – Inflatable liferafts	Expired	Yes
11116 – Distress flares	Missing	Yes
07109 – Fixed fire fighting extinguishing installation	Not as required	Yes

07110 – Fire fighting equipment & appliances	Not as required	Yes
01140 – Declaration of Maritime Labour Compliance	Missing	Yes

This vessel was still detained on 30th April 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 April 2018

**Correction:**

- The DEEPSEA WORKER, IMO 7905285 released on 29th March 2018: SMC certifying authority should have read Flag (Saint Vincent and the Grenadines) not DNV GL. Please accept our apologies for the mistake.

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](http://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](#).

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# Press release: EA to allow surface water management variation at Preston New Rd

Permission to vary arrangements for the management of surface water drainage at Cuadrilla's Preston New Road site in Little Plumpton have today (01 May) been granted by the Environment Agency.

The decision follows a rigorous assessment of Cuadrilla's proposals, as well as all comments submitted during a public consultation.

Cuadrilla is required to remove and process rainwater that falls on its Preston New Road site and the variation to the permit sets out the conditions that must be followed in order to manage this process.

Steve Molyneux, environment manager for Lancashire, said:

After completing a thorough assessment of Cuadrilla's application and all of the responses to our public consultation, we are satisfied that the regulatory controls in place provide a high level of protection for people and the environment.

My team will now enforce the conditions we have set to ensure the ongoing protection of the local water courses.