

Press release: Sunderland firm fined for waste offences

A Sunderland-based firm has been ordered to pay over £14,700 for breaking environmental laws, which contributed to the illegal dumping of 585 tonnes of waste.

Thompson Waste Ltd runs a waste transfer station at The Parade in Hendon. The company was handed the fine by Sunderland Magistrates' Court on 25 September 2017 after pleading guilty to charges brought by the Environment Agency for failing to comply with duty of care legislation. The legislation requires businesses to ensure their waste is transferred and disposed of legally.

Chris Bunting, prosecuting for the Environment Agency, told the court that a proportion of 585 tonnes of mixed waste, which was dumped illegally in a disused factory warehouse at Lisburn Terrace, Pallion, could be traced back to Thompson Waste Ltd. It cost the landlords of the site over £100,000 to dispose of lawfully.

Investigations showed that between September 2015 and January 2016, the company paid a local man below market rates to remove waste from their site without fulfilling their legal requirement to check it was being taken to a permitted destination. The paperwork completed failed to include required details such as the origin of the waste or an accurate description.

The Court ruled that the company had acted recklessly. In mitigation, Robin Patton, acting on behalf of the defendant, told the Court that the waste represented a tiny fraction of the company's business and that they had co-operated with the investigation.

Thompson Waste Ltd was fined £3,335 and ordered to pay compensation of £5,394 and costs of £6,000.

Rachael Caldwell, from the Environment Agency's Waste and Enforcement Department, said:

All producers and operators have a responsibility to ensure that their waste is disposed of lawfully. Those that don't are as liable for the detrimental impact it has on the environment and local communities as those that dump it.

Thompson Waste Ltd broke the law over several months, showing little regard for the environment. We hope this case demonstrates the importance of environmental compliance. Anyone who breaks the rules will be pursued, and where repeated or significant breaches are found, we will prosecute.

A trial involving other defendants allegedly linked to the illegal waste

dumping in Pallion is set to take place next year.

If you see waste crime taking place report it by calling our incident hotline on 0800 80 70 60 or anonymously to Crimestoppers on 0800 555 111.

[News story: Defence Secretary names new warship HMS Belfast in Northern Ireland](#)

The second to be named in the City Class of eight brand new, cutting-edge, anti-submarine warfare frigates, HMS Belfast will provide advanced protection for the likes of the UK's nuclear deterrent and Queen Elizabeth Class aircraft carriers. The Defence Secretary revealed the name at Belfast shipyard Harland and Wolff, which built the Royal Navy's last HMS Belfast, in 1938.

Defence Secretary Sir Michael Fallon said:

I'm hugely proud that the second name announced of our eight cutting-edge new Type 26 frigates will be HMS Belfast. She and her sister ships will form the backbone of our Navy well into the 2060s, keeping us safe by protecting the country's nuclear deterrent and new aircraft carriers.

It's apt to name this ship at the famous site which built the very first HMS Belfast. Thanks to our ambitious new National Shipbuilding Strategy, this shipyard once again has the chance to be involved in building a British warship thanks to the competition to build a new class of light frigates for our growing Royal Navy.

The Defence Secretary launched the [ambitious National Shipbuilding Strategy earlier in the month](#), and as part of that laid out plans for a first batch of another new class of frigates – the Type 31e.

A concept image of the new Type 26 frigate, one of which will be called HMS Belfast.

A competitive procurement process for those ships could see them shared between yards and assembled at a central hub. The warships will be built in the UK, with a price cap of no more than £250m, and will be designed to meet the needs of both the Royal Navy and the export market.

The Defence Secretary has personally committed to visiting all of the UK's

major shipyards in the run-up to industry bringing forward its solutions for the Type 31e class, as he looks to grow the Royal Navy fleet for the first time since World War Two.

Just before the start of the Second World War, the original HMS Belfast was commissioned, having being built at Harland and Wolff shipyard. She went on to support the Battle of North Cape, the Normandy landings and the Korean War.

The original ship now belongs to Imperial War Museums and is permanently docked in London. Before the new HMS Belfast commissions, the original HMS Belfast will be renamed 'HMS Belfast 1938', the year the ship was launched.

The original HMS Belfast, belonging to the Imperial War Museum, based on the Thames. the ship will now be renamed as HMS Belfast (1938).

Diane Lees, Director General, Imperial War Museums:

IWM is delighted that the name HMS Belfast will return again to the Royal Navy's front line as a major warship. We welcome the opportunity this will bring for our internationally significant museum to have a close affiliation with the new Belfast, enabling a powerful link between the Royal Navy's past and present. Before the new HMS Belfast commissions, IWM's ship's identity will evolve to HMS Belfast (1938), the year the ship was launched, in order to prevent any possibility of confusion.

The new HMS Belfast is set to enter service in the mid-2020s and, along with her fellow Type 26 frigates, will have a truly global reach, protecting the UK's strategic interests as well as the likes of the UK's nuclear submarines, and delivering high-end warfighting capability wherever it is needed.

Its flexible design will also enable these capabilities to be adapted to counter future threats, whilst the ships will also benefit from the latest advances in digital technology.

Part of the MOD's £178bn equipment plan, the three ships being built under the first contract will safeguard 4,000 jobs in Scotland and across the UK supply chain until 2035. The Defence Secretary cut steel on HMS Glasgow, the first Type 26, in July, whilst the other is yet to be named.

The Defence Secretary visited Harland & Wolff, near Belfast, one of the UK shipyards that could bid for the new Type 31e frigates.

Admiral Sir Philip Jones, First Sea Lord and Chief of Naval Staff, said:

The City class theme has been chosen for the Type 26 frigates in order to reaffirm the bond between the Nation and it's Navy. We want to honour some of the great centres of industry and commerce

in all parts of the United Kingdom, and few cities have such a rich maritime heritage as Belfast.

The previous HMS Belfast (1938) is one of the most famous ships of the twentieth century, serving at the Battle of North Cape, in the Arctic campaign and at the Normandy landings, and later with the United Nations forces sent to Korea. It is wonderful that she survives today as a museum, but the Royal Navy believes that such a distinguished fighting name deserves to take its place once more in our operational fleet. A world leader in anti-submarine warfare, the new HMS Belfast will work with our allies in NATO and around the world to preserve the freedom and security that her predecessor fought so hard to secure.

The possible block building solution for the Type 31e reflects the way that the UK's huge new aircraft carriers were built, and also the UK's new polar research ship, the RRS Sir David Attenborough. That ship's central assembly hub is Merseyside shipyard Cammell Laird, which the Defence Secretary paid a visit to on Tuesday. The company already provides the in-service support for a number of the Navy's Royal Fleet Auxiliary support ships.

Before heading to Harland and Wolff today, the Defence Secretary also visited Thales' air defence facility in Belfast. The site produces the 'Starstreak' short-range missile for the British Army and is also producing a new lightweight, multirole missile for the Army's Wildcat helicopters.

Whilst the second to be named, HMS Belfast is Ship 3 in the Type 26 programme. Ship 1 is called HMS Glasgow and Ship 2 is yet to be named.

[Speech: Culture Secretary's speech at Bazalgette Review launch](#)

Thank you to Sir Peter for his hard work in completing such a broad, thorough and thought-provoking review – some really interesting and bold recommendations for both industry and government to pursue, and across a very wide range of areas. And made much more interesting than a normal review by the quotes across the document which are drawn from British creative life. I can certainly relate to Kate Tempest's call to action – “move fast, don't stop, you got things to do” – as I'm sure you all can too.

And thank you to you all for making time to be here at such short notice. Turnout at a few days notice shows how much passion and commitment there is in relation to this subject, and how much interest in hearing what Sir Peter has to say.

That we are here today is testament to the importance of the creative industries to the UK – increasingly recognised across government as a key sector of the economy. This is partly about a sector holding its own with more traditional industries such as manufacturing – industrial policy is no longer just about widgets and hardware. It is also too about a sector holding its own with tech and other celebrated growth sectors.

Now – as Business Secretary, Greg has to be even-handed across the economy. As Culture Secretary, I can be a little more partisan. To underline just how important creative industries are to the UK economy, Creative Industries Federation analysis of PwC data suggests that they deliver four times the GVA of the automotive industry, six times as much as life sciences and nearly 10 times that of aerospace. Between 2011 and 2015, the sector created three times more jobs than the economy as a whole. The UK is the third-largest exporter of cultural goods and services in the world – just behind China and the USA. I spend a lot of my time reminding my Cabinet colleagues of these kinds of fact.

But they matter too for Britain's place in the world – our values, soft power and influence. Creative Industries are in many cases at the very forefront of how the world perceives us. Whether it be music, film or design, they strengthen the UK brand, adding impetus to our growing creative content and services presence around the world, strengthening trading links in key emerging economies and influencing wider perceptions of the UK.

And they also matter intrinsically. They produce the things that enrich lives and give them meaning. That's true of the 'content' sub-sectors of the Creative Industries – TV, film, games, music, publishing, fashion. It's also true of the services side – the architecture that RIBA, our hosts today, do such fantastic work to promote, the design that creates our products, the advertising that influences our desires.

I hope it is clear to you that Government is committed to supporting the Creative Industries – for example, through the creative sector tax reliefs, which paid out over £600 million last year alone, securing in return nearly £2 billion. And more broadly in securing the best possible outcome for the sectors as the UK prepares to exit the European Union and looks to do trade deals around the world.

But there is still more to do – and that's what today is all about. Creative industries in Britain and beyond face both real challenges and opportunities. Much of that is driven by technology and changing patterns of consumer demand. The "D" word – Digital – is now at the heart of the DCMS as the Department of Digital, Culture, Media and Sport. It is transforming the whole economy, but bears strongly on the Intellectual Property-rich, small and micro-dominated businesses that make up much of the creative industries. But change also arises from policy landscape – for example, the opportunities presented by the Government's Industrial Strategy, and its clear focus on place, inclusive growth and rebalancing the economy.

And that's where the sector deal comes in. As Greg has said, the Government has essentially asked business to make it an offer it can't refuse. In the

words of the IS Green Paper there is 'open door challenge to industry' to be 'driven by business to meet the priorities of business'. It seeks 'a clear proposal for boosting productivity' in order to 'drive growth right across the United Kingdom... creating more high-skilled, high paid jobs and opportunities'.

We have a once-in-a-Parliament opportunity to capitalise on this through the promise of a sector deal.

In devising a deal, the Creative Industries have made good progress so far thanks to the work of the sector and of course Sir Peter's independent review, which we will hear about in a minute.

We have a down-payment today with the announcement of the AHRC funding for research and development partnerships across eight creative clusters.

The key challenge now is turning a lot of compelling ideas, at varying stages of development, into a tangible agreement. An agreement which is credible and has buy-in from both Ministers and the industry.

There is definite appetite in Government to land an ambitious deal and this review is a really valuable input. But there are also real constraints – not least financial. As you would expect in a time of continued austerity, the bar to new Government money is very high. The starting point is spending existing resources better.

There is also time pressure. As ever with these things it is more important to get it right than to get it fast. But we also want to get on and reach an agreement as quickly as possible, taking advantage of the platform the Industrial Strategy provides. Success will depend on the commitment behind the offer from industry, and how that fits with the strategic challenges set out in the Industrial Strategy Green Paper.

So I encourage Creative Industries leaders to continue to work together and wow Government with a compelling proposal. As the statutory sector body, the Creative Industries Council will lead negotiations on the deal – and I pay tribute to Nicola Mendlesohn who has done a fantastic job as chair – with critically important input from the Creative Industries Federation, under John Kampfner's outstanding leadership, as well as from others across the sector. We are keen for those discussions to move forward.

Times are challenging but the prize is big so let's be bold and ambitious; do what you do best – thinking creatively! – so we can deliver real change that takes the UK's creative industries to the next level of success.

I am now delighted to hand over to Sir Peter to tell you about the detail of his [review](#).

Press release: The Red Arrows are back to Kuwait

The British Embassy in Kuwait is proud to announce the return to Kuwait of the Royal Air Force Aerobatic Team, the Red Arrows following their spectacular display here last November. In their third visit to Kuwait the world's premier aerobatic display team will be performing a 22 minute show commencing at 4pm on Thursday 28 September. The display will be visible along the length of Arabian Gulf Street so come along to find your spot anywhere between the Marina Mall and the Kuwait Towers.

The Red Arrows have been impressing crowds across the United Kingdom and around the world for more than 50 years. 2016 was a particularly exciting year for the team, performing in China for the first time as well as mounting displays in 16 countries, including Kuwait, on their way to and from the Far East. The team, which flies British-built T1 Hawk fast-jets, will have completed more than 4800 shows since their very first show in 1965. Today, the Red Arrows are known and admired throughout the world, acting as ambassadors for Great Britain wherever they fly. In addition to demonstrating the UK's commitment to regional security and defence, the RAF team also support UK industry by showcasing the capabilities of British equipment and expertise. Inspiring millions of people every year, the world's premier aerobatic team, the Red Arrows represent excellence both at home and overseas through their display of speed, agility and teamwork.

The Red Arrows also support national initiatives to encourage interest in science, technology, engineering and maths subjects which showcases the common goal of the Red Arrows and that is the constant pursuit of excellence.

Also visiting Kuwait at the same time as the Red Arrows will be the Rt. Hon. Chris Grayling MP, the UK's Secretary of State for Transport.

During the Red Arrow's visit to Kuwait, the team will make a number of public appearances, including meeting children from local schools.

Jacky Perkins, Chargé d' Affaires at the British Embassy in Kuwait said:

It is our honour and privilege to welcome the Royal Air Force Aerobatic Team, the Red Arrows to Kuwait again after a wonderful display last November. The Red Arrows' show celebrates the UK's continued commitment to Kuwait and our longstanding bilateral defence relationship. The defence and security relationship between Kuwait and the UK remains strong and we are very grateful to the Government of Kuwait, especially Deputy Prime Minister and Minister of Defence HE Sheikh Mohammad Al-Khaled Al-Sabah for supporting the red Arrows and making this fantastic event possible.

Officer Commanding of the Red Arrows team Wing Commander Martin Higgins said:

Detailed preparation goes into each and every aspect of the Red Arrows year, which involves a continuous high-tempo cycle of training displays and engagement activities. Whether it is a performance at a home venue in the UK or a show overseas, such as Kuwait, the Red Arrows help to project vital influence, promote prosperity and support important national interests.

News story: Crime news: Online portal for duty rota work closed for 24 hours

DSSC Online is unavailable for users managing duty rota work for 24 hours.

The shutdown is to allow essential maintenance work to take place.

The closure is from 00:01am 27 September 27 to 00:01am Thursday 28 September 2017.

Further information

dsc.enquiries@ventura-uk.com – to email enquiries

[DSCC Online](#) – shut for maintenance 27 September 2017