

# Home Secretary meeting with Israel's Interior Minister

News story

Priti Patel met with Interior Minister Ayelet Shaked during her visit to London, to discuss a number of issues including the conflict in Ukraine and counter-terrorism.



The Home Secretary expressed her pleasure at being able to welcome Minister Shaked to the Home Office in person and opened the meeting by expressing her condolences on behalf of the government to the families of the victims of Tuesday's terror attack in Bnei Brak, as well as those affected by recent attacks in Beersheba and Hadera.

Both ministers expressed their condemnation of Russia's invasion of Ukraine and the Home Secretary explained to her counterpart the various ways in which the government is helping Ukrainians seeking to come to the UK at this uncertain time.

Minister Shaked expressed her gratitude to the Home Secretary for the announcement last November of the proscription of Hamas in its entirety as a terrorist organisation. The Home Secretary reiterated that the UK stands shoulder to shoulder with Israel in the global fight against terrorism and that the government remains committed to working together with Israeli counterparts in the vital sphere of counter-terrorism.

Both ministers shared their concerns about the ways in which individuals can become radicalised and agreed to maintain a dialogue on dealing with this problem. They also agreed to work together on tackling harmful content online so as to help make the internet a safer place, free from hate, terrorism and antisemitism.

Priti Patel said:

The UK's relationship with Israel is extremely important and it was a great pleasure to host Minister Shaked at the Home Office

earlier.

Our governments already work together closely and that cooperation could not be more important at a time of great international uncertainty, given current events in Ukraine.

Published 31 March 2022

---

## **East Anglia ONE North Offshore Windfarm & East Anglia TWO Offshore Windfarm development consent decisions announced**

The East Anglia ONE North Offshore Windfarm application was for an offshore wind farm which could consist of up to 67 turbines, generators and associated infrastructure, with an installed capacity of up to 800MW, located 36km from Lowestoft and 42km from Southwold.

The East Anglia TWO Offshore Windfarm application was for an offshore wind farm which could consist of up to 75 turbines, generators and associated infrastructure, with an installed capacity of up to 900MW, located 37km from Lowestoft and 32km from Southwold.

The applications were submitted to the Planning Inspectorate for consideration by ScottishPower Renewables on behalf of East Anglia ONE North Limited and East Anglia Two Limited on 25 October 2019 and accepted for Examination on 22 November 2019.

Following Examinations during which the public, Statutory Consultees and Interested Parties were given the opportunity to give evidence to the Examining Authority, recommendations were made to the Secretary of State on 06 October 2021.

These are the 107th and 108th Nationally Significant Infrastructure Projects and 66th and 67th energy applications respectively to have been examined by The Planning Inspectorate within the timescales laid down in the Planning Act 2008.

The Planning Inspectorate's Chief Executive, Sarah Richards said:

"The Planning Inspectorate has examined more than 100 nationally significant infrastructure projects since the Planning Act 2008 process was introduced, ensuring local communities have had the opportunity of being involved in the

examination of projects that may affect them.

These Examinations took place during the COVID-19 pandemic and its associated restrictions, and the Examining Authority worked hard to ensure that local people, the local authority and other Interested Parties were able to fully participate.

The Examining Authority listened and gave full consideration to local views and the evidence gathered during the examination before making their recommendations.”

The decisions, the recommendations made by the Examining Authority to the Secretary of State and the evidence considered by the Examining Authority in reaching its recommendations are publicly available on the project pages of the National Infrastructure Planning website.

[East Anglia ONE North Offshore Windfarm](#) [East Anglia TWO Offshore Windfarm](#)

Journalists wanting further information should contact the Planning Inspectorate Press Office, on 0303 444 5004 or 0303 444 5005 or email: [Press.office@planninginspectorate.gov.uk](mailto:Press.office@planninginspectorate.gov.uk) Notes to editors:

The Planning Inspectorate’s [National Infrastructure Programme of Projects](#) details the proposals which are anticipated to be submitted to the Planning Inspectorate as applications in the coming months.

---

## [Prescription charge waiver for COVID-19 antivirals and therapeutic clinical trials](#)

News story

Update on prescription charges for COVID-19 antiviral medicines



We are pleased to announce that the arrangements that were made for the purposes of regulation 13 of the National Health Service (Charges for Drugs and Appliances) Regulations 2015, for antiviral medicines to be supplied for free to patients who have tested positive for COVID-19 and who are eligible to receive antiviral treatments for COVID-19 via Covid Medicines Delivery Units (CMDUs), will be extended until 31st March 2023. Where this cohort of patients are not already eligible for free prescriptions, the antiviral medicines will continue to be supplied free of charge.

This waiver will also apply to therapeutic treatments that are being made available through the NIHR funded HEAL-COVID clinical trial platform treating patients who have been hospitalised for COVID-19, for long-term effects and STIMULATE ICP treating community patients for long COVID.

Published 31 March 2022

---

## [UK Statement on national legislation at the 61st Legal Sub-committee of COPUOS](#)

Chair, Distinguished delegates,

The UK delegation is pleased to have this opportunity to set out the UK's approach to its national legislation and to provide an update since this subcommittee last met.

By way of background, in 1986, the Outer Space Act was enacted. This has been used to regulate space activities by requiring that UK entities obtain a licence. The activities that have been regulated by the Outer Space Act are the procurement of a launch of a UK satellite on an overseas launch vehicle and the in-orbit operation of UK satellites.

In 2018, the Space Industry Act became law. This Act created an enabling framework for regulating space launch from the UK. In July 2021, the UK Space Industry Regulations which underpin the Space Industry Act were signed into law. The development of the Regulations was a cross-Government project. The regulations allow for the authorisation of a range of new commercial spaceflight technologies, including vertically launched vehicles, air-launched vehicles and sub-orbital spaceplanes and balloons taking place from the UK.

The Act will sit alongside the Outer Space Act, which will continue to apply to space activities carried on by UK entities outside of the UK. The Space Industry Act will apply to activities carried out in the UK.

Also in July 2021, the Civil Aviation Authority (the CAA) became the UK's independent spaceflight regulator. Appointing the CAA follows the policy approach of separating safety regulation from sector promotion.

The CAA has the right technical skills and knowledge, and a strong track record in overseeing the aviation sector in the UK, one of the safest in the world, as well as experience in regulating launch-related activities under the Air Navigation Order. We hope that distinguished delegates found the presentation provided by the CAA, on Tuesday 29 March, on their approach to the regulation of UK activities, informative.

The UK remains committed to meeting our legal obligations under the United Nations Treaties on Outer Space and these are reflected in our regulatory regime. We have also used our regime to implement the UN's 21 Guidelines for the Long-term Sustainability of Outer Space Activities and are championing their widespread implementation in our international work, including by funding a project with the UN Office for Outer Space Affairs.

We have established the Spaceflight Safety and Regulatory Council. This is a partnership between industry, government, and the spaceflight regulator to keep the Space Industry Act and regulations under review to ensure that we keep pace with technological and industry developments. The legislation is flexible enough to accommodate emerging technological advancements, market opportunities and changes to the international landscape, while keeping safety at the forefront. We will continue to develop our regime to support high growth and emerging markets such as constellations, earth observation services, in-orbit debris removal, servicing, refuelling and assembly technologies.

The UK is also committed to being transparent about our space activities and are committed to the obligations set out in the Registration Convention. Since the last legal sub-committee meeting the UK has registered 215 satellites, and has developed a more streamlined process for completing bulk registrations for satellites which are part of a larger constellation.

Furthermore, the UK has broadened and formalised its registration practices, and has implemented a national policy for the registration of satellites into our licensing process under the Space Industry Act. Prior to any launches taking place from the UK, we will seek agreements with other relevant launching States to agree the State of Registry.

The Outer Space Act, Space Industry Act and the new Space Industry Regulations set out the UK's high-level framework on operator liability and insurance obligations. This requires operators engaging in spaceflight activities to indemnify the Government and to take-out third-party liability insurance. This provides a resource for any successful claims brought under the UN Liability Convention against the UK as launching State.

Recognising the difficulties in financially managing an unlimited liability, the liability is limited for operators who carry out their spaceflight activities in compliance with UK legislation and licence conditions.

Following a recent call for evidence, the UK Government is currently reviewing a number of liability and insurance matters raised by the UK's space sector. This includes the use of alternatives to insurance as forms of security to meet an operator's liability obligations. The review is also taking into account the Government's evolving approach to maintaining the sustainability of the orbital environment.

The publication of the UK Government response to this review will be issued later this year and the UK will provide a further update at the next committee.

The UK has significant experience in developing a new regulatory framework, and are very happy to discuss our experiences with Member States considering doing the same.

Thank you Chair.

---

## **UK Statement on national legislation at the 61st Legal Sub-committee of COPUOS**

Chair, Distinguished delegates,

The UK delegation is pleased to have this opportunity to set out the UK's approach to its national legislation and to provide an update since this subcommittee last met.

By way of background, in 1986, the Outer Space Act was enacted. This has been used to regulate space activities by requiring that UK entities obtain a licence. The activities that have been regulated by the Outer Space Act are the procurement of a launch of a UK satellite on an overseas launch vehicle and the in-orbit operation of UK satellites.

In 2018, the Space Industry Act became law. This Act created an enabling framework for regulating space launch from the UK. In July 2021, the UK Space Industry Regulations which underpin the Space Industry Act were signed into law. The development of the Regulations was a cross-Government project. The regulations allow for the authorisation of a range of new commercial spaceflight technologies, including vertically launched vehicles, air-launched vehicles and sub-orbital spaceplanes and balloons taking place from the UK.

The Act will sit alongside the Outer Space Act, which will continue to apply to space activities carried on by UK entities outside of the UK. The Space Industry Act will apply to activities carried out in the UK.

Also in July 2021, the Civil Aviation Authority (the CAA) became the UK's independent spaceflight regulator. Appointing the CAA follows the policy approach of separating safety regulation from sector promotion.

The CAA has the right technical skills and knowledge, and a strong track record in overseeing the aviation sector in the UK, one of the safest in the world, as well as experience in regulating launch-related activities under the Air Navigation Order. We hope that distinguished delegates found the presentation provided by the CAA, on Tuesday 29 March, on their approach to the regulation of UK activities, informative.

The UK remains committed to meeting our legal obligations under the United Nations Treaties on Outer Space and these are reflected in our regulatory regime. We have also used our regime to implement the UN's 21 Guidelines for the Long-term Sustainability of Outer Space Activities and are championing their widespread implementation in our international work, including by funding a project with the UN Office for Outer Space Affairs.

We have established the Spaceflight Safety and Regulatory Council. This is a partnership between industry, government, and the spaceflight regulator to keep the Space Industry Act and regulations under review to ensure that we keep pace with technological and industry developments. The legislation is flexible enough to accommodate emerging technological advancements, market opportunities and changes to the international landscape, while keeping safety at the forefront. We will continue to develop our regime to support high growth and emerging markets such as constellations, earth observation services, in-orbit debris removal, servicing, refuelling and assembly technologies.

The UK is also committed to being transparent about our space activities and are committed to the obligations set out in the Registration Convention. Since the last legal sub-committee meeting the UK has registered 215 satellites, and has developed a more streamlined process for completing bulk registrations for satellites which are part of a larger constellation.

Furthermore, the UK has broadened and formalised its registration practices, and has implemented a national policy for the registration of satellites into our licensing process under the Space Industry Act. Prior to any launches taking place from the UK, we will seek agreements with other relevant launching States to agree the State of Registry.

The Outer Space Act, Space Industry Act and the new Space Industry Regulations set out the UK's high-level framework on operator liability and insurance obligations. This requires operators engaging in spaceflight activities to indemnify the Government and to take-out third-party liability insurance. This provides a resource for any successful claims brought under the UN Liability Convention against the UK as launching State.

Recognising the difficulties in financially managing an unlimited liability, the liability is limited for operators who carry out their spaceflight activities in compliance with UK legislation and licence conditions.

Following a recent call for evidence, the UK Government is currently reviewing a number of liability and insurance matters raised by the UK's space sector. This includes the use of alternatives to insurance as forms of security to meet an operator's liability obligations. The review is also taking into account the Government's evolving approach to maintaining the sustainability of the orbital environment.

The publication of the UK Government response to this review will be issued later this year and the UK will provide a further update at the next committee.

The UK has significant experience in developing a new regulatory framework, and are very happy to discuss our experiences with Member States considering doing the same.

Thank you Chair.