



# **C.S.E.U. - UNITE**

## **MINISTERIAL BRIEFING**

**SECRETARY OF STATE FOR TRANSPORT  
RT. HON. RUTH KELLY MP**

**BOMBARDIER TRANSPORTATION - DERBY**

**11TH JULY 2008**

## **CSEU - UNITE Ministerial Briefing**

**Secretary of State for Transport, Rt. Hon. Ruth Kelly MP**

**Bombardier Transportation, Derby**

**11th July 2008**

The minister's acceptance of an invitation to visit the Bombardier manufacturing facility in Derby made by the workforce has been well received by all employees, who along with Trade Unions and Bombardier, expect that this visit will be extremely informative for the minister.

As described in a ministerial briefing paper presented to the SOS, 8th November 2007, Unite the Union, embarked on a campaign to ensure that the UK retains the capacity to manufacture passenger rolling stock for both the domestic and export markets, long into the future.

In pursuit of this campaign Unite National Officers from both Amicus & T.G.W.U. sections met with John Hutton 17th November 2007 and put the case for a general review of government manufacturing strategy and in particular a review of rolling stock procurement strategy, as the lack of such a strategy from successive governments has resulted in a feast or famine order book that has ultimately led to the UK passenger Train capacity being reduced to just one remain manufacturer, Bombardier, at their Derby facility.

John Hutton accepted that after 5 years the governments general manufacturing strategy needed reviewing, in addition John gave a specific undertaking to review public procurement (rolling stock), to enable this review of procurement he proposed that tripartite meetings would be organised to include DfT, employers & trade unions. It is extremely disappointing that this undertaking has not been fulfilled.

## **"TRAINS TO BE BUILT IN THE UK" CAMPAIGN**

The government's massive financial commitment to both the upgrading of the Network infrastructure and investment in new rolling stock is unreservedly welcomed by Unite, and no doubt such investment will make significant improvements to the service and experience of the travelling public.

From a train manufacturing stance though, Unite's views are tempered by the fact that today we still have significant numbers of employees laid off work at the Derby site under a "flex" agreement introduced due to a lack of orders.

The DfT will over the coming months make decisions on rolling stock procurement which will determine whether the UK train building industry has a period of stability and growth or whether the long term decline of this highly skilled and strategically important industry continues. Three huge contracts will be awarded namely Thameslink (1,000 cars) Piccadilly Line (600 cars) and the Intercity Express Programme (IEP), (2,000 cars) with a total cost to the tax payer of between £12 and £15 billion pounds.

The workforce, wider public and Unite find it inconceivable for the Thameslink and Piccadilly line contracts not to be awarded for the benefit of UK workers and the UK economy.

In respect of IEP there have been significant changes since our previous briefing, in that Alstom have withdrawn from the bid process, with speculation that the "risks" associated with the contract were not acceptable. Alstom, following their closure of the Washwood Heath manufacturing facility would have built the IEP entirely abroad.

The two remaining bidders are a Bombardier/Siemens consortium and Hitachi, who have developed a bi-mode Loco in partnership with the Loughborough based company Brush Traction, where Unite also has a strong membership. Both bids would benefit, to varying degree's UK workers and economy, should the DfT be minded to award this contract to Hitachi, there must be within the term of the contract a firm commitment to a high degree of input from the UK based supply chain and the establishment of a UK based manufacturing/assembly plant employing UK workers.

In addition to the presentation to the SOS by Bombardier the workforce will directly brief the minister on the means in which together the aims of the "Trains to be built in the UK" campaign can be realised for benefit of all parties.

**Bob Rixham**

**Unite National Officer Rail**