

WHAT'S ON OFFER IN THE NW OF ENGLAND AT BARROW

Wide Walney Approach Channel
140m/100m wide



leading to...

Large Indoor Shipbuilding Hall



Superberth Facility able to accommodate 2 ships
Size: 290m x 100m



3,200 highly skilled people



3 Ship/Sub Outfit/Test Options



1,700 NW Suppliers

OUR NAVAL SHIPBUILDING INDUSTRIAL BASE CAN DELIVER



Major parts of the Future Aircraft Carriers



Astute Class & follow-on Future Submarines



Unique Design, Construction, Test, Commissioning capability



Next generation 155mm Naval Gun Technology

BAE are proposing use of 155mm gun originally developed for the AS 90 mobile Howitzer as a replacement for the 4.5 inch naval gun now in use on most royal Navy warships. A bid has been submitted to MoD for demonstration phase funding. Potential advantages are joint use of identical ammunition to land forces use and increased range and accuracy of fire.

Keep Our Future Afloat - Don't Sink Highly Skilled Jobs in NW England's Naval Shipyards Call: +44 (0)1229 820611

KEEP OUR FUTURE AFLOAT

NW ENGLAND'S NAVAL SHIPBUILDING LOBBY



Keep Our Future Afloat is a Trade Unions led, Campaign setting out challenges facing British Naval Shipbuilding Communities, highlighting the NW Region's naval shipbuilding assets and an Action Plan for UK naval shipbuilding.



Outfitting a large warship at one of Barrow's 3 outfit berths



Supported by Northwest Development Agency, Barrow Borough Council, Cumbria County Council, Furness Enterprise and Confederation of Shipbuilding and Engineering Unions (CSEU).

NW ENGLAND'S 'KEEP OUR FUTURE AFLOAT CAMPAIGN' (KOFAC)

The region's naval shipbuilding capability is a national asset, to be fully used

"IF THERE WERE NO MOD SPENDING IN BRITISH SHIPYARDS, THERE WOULD BE NO SHIPBUILDING INDUSTRY"

Rt Hon Adam Ingram MP, Minister for the Armed Forces, 4 November 2004, House of Commons

KOFAC CAMPAIGN AIMS:

The trade union-led 'Keep our Future Afloat Campaign' (KOFAC) aims to:

- sustain and grow jobs in naval shipbuilding in north west England
- secure full utilisation of the unique assets found in the Northwest region's naval shipbuilding industrial base - the shipyard at Barrow and a supply chain of 1,700 companies
- sustain the 60% of UK naval ship/submarine design capability, which is located, in Barrow

- To market the opportunities the industry offers to retain skilled people in, and attract new people back into, the industry at apprentice, skilled crafts, and graduate levels
- Judicious use of available financial resources such as Treasury 'year end flexibility' to make incremental design improvements thereby sustaining workloads, particularly for designers
- Full utilisation of the capacity and capability available in north west England's shipyard at Barrow, recognising it is a national asset base uniquely placed to build large warships and submarines 'under cover' and by using one of UK's largest super-berths

Defence orders good for jobs in deprived areas of the England's north west

'In employment terms future contracts for Astute boats are overwhelmingly important. One more Astute boat will employ 2-3,000 people for 18 months to 2 years. The (best) diversification options might realistically realise... 500 jobs, this is not on the same scale as further Astute orders...retention of design skills in Barrow is critical. Dilution of these skills contributed substantially to the problems encountered on Astute.'

(Source: Barrow Shipyard Study, PA Consulting Group, 12th September 2003).

The KOFAC Approach leads to - An affordable 'world-class' naval capability

- Delivery of the planned two aircraft carriers, a fleet of new submarines, Type 45 Destroyers and up to ten Replenishment ships in an affordable way
- Thousands of highly skilled jobs maintained, thereby enhancing the UK's knowledge base and supporting economic regeneration in areas like Barrow
- Creation of a new climate for industry to invest in capital equipment, research and development, recruitment and training of people as apprentices, skilled craftsmen and graduates
- People choosing to return to work in shipbuilding, recognising it will have an assured future
- Opportunities for international collaboration on future submarine and surface warship development from a position of strength
- Building on the established high knowledge base in the north west of England's shipyards

A new defence industrial and maritime naval shipbuilding policy is needed

Government have stated the Royal Navy needs new ships because older ones need replacing and new capabilities are needed. They plan to build them between 2006-2015.

KOFAC believes the new Defence Industrial Policy, to be adopted early in 2006 as a framework for investment in defence capability, must be accompanied by a Naval Shipbuilding and Submarine Industrial Base Strategy. It has to be based on a new form of procurement, replacing present practice, which currently awards contracts based on competition and contract by contract value for money criteria. It is this which has caused long workload gaps and job losses. The new policy and strategy must have retention and development of industrial capability, key skills and technologies and hence jobs at its core. Multi-ship orders and organisation of sufficient level loading of workloads will sustain the naval shipbuilding industrial base.

KOFAC's proposed maritime naval shipbuilding strategy. We need...

- Long term industrial planning creating a regular flow of orders, preferably multi-ship, and submarine orders to encourage industry to invest, retain skills and avoid workload gaps and job losses
- Continued Government commitment to building all 'warship' hulls in the UK
- To bring forward procurement of naval ship design work to sustain core design skills

The Government's planned naval shipbuilding programme

"There is to be one of the largest procurement programmes of new ships for the Royal Navy in many years, including...6 Type 45 destroyers, three astute class submarines... future plans include purchase of two new aircraft carriers, further orders for destroyers, astute class submarines and progressive replacement of existing fleet replenishment ships."

Source: Mr Adam Ingram MP, Minister for the Armed forces, Hansard , 15 June 2004.

Keep Our Future Afloat's view on programme delivery

For UK naval shipbuilding to have a sustainable future, the UK Government needs to put in place a naval shipbuilding policy that is adequately funded, with workloads programmed in such a way as to retain core naval shipbuilding skills in the UK and give British shipbuilders and their suppliers confidence to continue to invest in new capacity, capability and skills development. Without such an approach the industry could go the same way as UK commercial shipbuilding and virtually disappear. The intent of the Government to rebuild the naval fleet and replace older warships, must be converted into orders, thereby helping to protect and create highly skilled jobs in the shipyards of north west England.

Recent reports by Rand Europe, independent advisors to the UK Ministry of Defence, clearly spell out the risk of order gaps between 2006-7 that could cause skilled people, especially naval designers, to leave the industry. If they do, they will be hard to replace and Britain will lose its ability to design and build sophisticated ships and submarines. Rand's words are, *'...there could be a sharp drop-off in demand for the technical workforce (naval designers) in the next two to three years but CVF, MARS, and JCTS will increase the demand for technical workers (to) nearly double from its low...'*, adding that, *'...these workers (need to be) retained through the near term downturn.'* A view we endorse.

Rand says there will be, *'...a projected need to increase the national supply of naval shipbuilding skills by 2009-10 by 50% more than is available today...'*, making it essential to bridge the 2005-7 workload gap and retain skills and capacity.

The UK needs to make maximum use of Barrow shipyard. Rand says, *'...Barrow is an untapped source of production capability and could likely play a significant role in the coming shipbuilding programme...'* where, *'...the demand for final assembly facilities will be particularly high between 2006 and 2010...'*

Source: Report to UK Ministry of Defence "The UK's naval shipbuilding industrial base-the next 15years. Rand Europe. Passim

'Sustaining The UK's Submarines Centre of Excellence at Barrow'

- **Attack submarines continue to play a strategically important role in defending the UK - offering global reach, a forward presence for months on end, undetected and with flexibility** - they use stealth to gather intelligence, hunt other submarines, support covert operations, in counter-terrorism, conflict prevention, deterrence and for other operations.
- **Ordering four more attack submarines (boats)** will enable the MoD to deliver the UK's required capability whilst replacing ageing vessels. Ordering four boats (multi-ship ordering), will benefit companies within the whole submarine industrial base supply chain, whilst helping sustain the UK's core engineering and design resources. Making a start on early design work for a new submarine vessel to carry the strategic nuclear deterrent is also essential to maintain the industrial base.
- **Astute class fuelling should continue to be undertaken at Barrow** It is the most cost effective, practical and least-risk fuelling solution able to fit with planned submarine delivery schedules - *'...completing this (fuelling) work at Barrow the vessels will be safely fuelled whilst giving the best schedule and cost benefit of this crucial Royal Navy project.'*

Source: BAE SYSTEMS, August 2005