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[REDACTED]

In Ian's absence, please see below. Happy to allow the transfer from Scotland to Portsmouth.

Best regards

[REDACTED] BVMS MRCVS
Deputy Chief Veterinary Officer (Scotland)

Veterinary and Science Team,
Animal Health and Welfare Division,
Agriculture and Rural Economy Directorate
The Scottish Government

Saughton House, P Spur

Broomhouse Drive, EDINBURGH, EH11 3XD.

Tel: [REDACTED]

Mob: [REDACTED]

Email: [REDACTED]

From: [REDACTED]

Sent: 24 May 2018 17:01

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: OFFSEN: 24/05/2018 COP 14:00 Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Portsmouth to embark on HMS Queen Elizabeth

Hello [REDACTED]

Based on [REDACTED] risk assessment and Defra's confirmation that they are happy with the consignment travelling to England for boarding HMS Queen Elizabeth, I am happy to allow the food to be unloaded and transported directly to Portsmouth.

Any damaged product must be disposed of as International Catering Waste.

There is no need for a Ministerial submission, this is a technical question.

Thank you very much

[REDACTED] BVMS MRCVS
Deputy Chief Veterinary Officer (Scotland)

Veterinary and Science Team,
Animal Health and Welfare Division,
Agriculture and Rural Economy Directorate
The Scottish Government

Saughton House, P Spur

Broomhouse Drive, EDINBURGH, EH11 3XD.

Tel: [REDACTED]
Mob: [REDACTED]
Email: [REDACTED]

From: [REDACTED]
Sent: 24 May 2018 16:14
To: [REDACTED]
Subject: FW: OFFSEN: 24/05/2018 COP 14:00 Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Portsmouth to embark on HMS Queen Elizabeth

Hi [REDACTED]

Here is the email I was talking to you about. A ship docked in Fife want to transport frozen food to a ship docked in Portsmouth. Not that straight forward though as the food has been stored in Dubai for a period as the ship is Fife went under maintenance. Are you able to advise on how this issue can be resolved?

[REDACTED]

From: [REDACTED] (DEFRA) [REDACTED]
Sent: 24 May 2018 15:09
To: Imports (APHA)
Cc: [REDACTED]
Subject: RE: OFFSEN: 24/05/2018 COP 14:00 Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Portsmouth to embark on HMS Queen Elizabeth

[REDACTED]
England will accept the consignment mentioned below but as the ship is docking in Scotland, Scottish government has to approve the consignment to come off the ship. (might need a ministerial submission to be approved by Scottish minister).

I have spoken with [REDACTED] Please liaise with Ian to identify the appropriate person in Scottish government to get this resolved asap.
Please feel free to contact me if you need anything else.
P.S [REDACTED] a bundle of thanks for helping out with this.
Best regards

[REDACTED] Policy advisor for Animal Imports and EU Trade | Animal and Plant Health Directorate | DEFRA | Area 5B Nobel House, 17 Smith Square, London, SW1P 3JR | [REDACTED]

From: [REDACTED] (DEFRA)

Sent: 24 May 2018 13:57

To: [REDACTED] (DEFRA)

Cc: [REDACTED] (Defra)

Subject: RE: OFFSEN: 24/05/2018 COP 14:00 Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Portsmouth to embark on HMS Queen Elizabeth

Hi [REDACTED]

I support your decision

Thank you

Regards
[REDACTED]

From: [REDACTED] (DEFRA)

Sent: 24 May 2018 13:02

To: [REDACTED] (DEFRA)

Cc: [REDACTED] (Defra)

Subject: OFFSEN: 24/05/2018 COP 14:00 Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Portsmouth to embark on HMS Queen Elizabeth

[REDACTED]
Based on the risk assessment, I am content that there is no risk arising from the below mentioned consignment.

England can accept this consignment if the Scotts have no issues.

Scotts need a ministerial submission to allow the landing of this consignment.

If you are happy with this, I can respond.

This is a military food consignment (happy to brief you on phone)

[REDACTED] please feel free to add, if I have missed something.

Best regards

[REDACTED] Policy advisor for Animal Imports and EU Trade | Animal and Plant Health Directorate | DEFRA | Area 5B Nobel House, 17 Smith Square, London, SW1P 3JR | [REDACTED]

From: [REDACTED] (Defra) **On Behalf Of** Imports & Trade in Animals and Products

Sent: 24 May 2018 12:41

To: [REDACTED] (DEFRA)

Cc: Imports & Trade in Animals and Products

<Imports&TradeinAnimalsandProducts@defra.gsi.gov.uk>

Subject: FW: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Porstmouth to embark on HMS Queen Elizabeth

Hi [REDACTED] – please consider email correspondence from the importer below and advice.

Thanks

[REDACTED]

From: Imports (APHA)
Sent: 24 May 2018 12:08
To: Imports & Trade in Animals and Products
<Imports&TradeinAnimalsandProducts@defra.gsi.gov.uk>
Cc: [REDACTED] (APHA) [REDACTED]
Subject: FW: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Porstmouth to embark on HMS Queen Elizabeth

Good Afternoon [REDACTED]

As per the previous instruction from Naveed the Importer went to the Scottish Authority who have sent us the below.

Can you please provide a response?

Kind Regards

[REDACTED]

Administrative Officer
Imports Team
Animal and Plant Health Agency (APHA)

Telephone: [REDACTED] | Email: Imports@apha.gsi.gov.uk | Fax: 0208 0260 498

Website: www.gov.uk/apha | Twitter: [@APHAgovuk](https://twitter.com/APHAgovuk) | Facebook: [aphagov](https://www.facebook.com/aphagov)

Address: Centre for International Trade, Eden Bridge House, Lowther Street, Carlisle, CA3 8DX

From: [REDACTED] (APHA)
Sent: 23 May 2018 14:29
To: Imports (APHA) <Imports@apha.gsi.gov.uk>
Cc: Navyportflot-wocs@mod.uk; Ayr Imports (APHA) <AyrImports@apha.gsi.gov.uk>; de Felipe, Alfonso (APHA) <[\[REDACTED\]@apha.gsi.gov.uk](mailto:[REDACTED]@apha.gsi.gov.uk)>
Subject: RE: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Porstmouth to embark on HMS Queen Elizabeth

FAO: [REDACTED]

Good afternoon,
I think this may be your remit.

Can you advise [REDACTED] please

However as duty vet North I have completed an initial investigation and brief risk assessment which will hopefully aid any decision.

Permission to possibly import foodstuffs containing animal products.

Summary

UK produced, packaged frozen and packaged ambient general provisions.

Currently on ship Crombie - wrong ship due to operational changes.

Temporarily disembarked 11/01/18 to 03/03/2018, to separate secure storage Dubai.

Want to unload Crombie transfer Portsmouth by lorry and reload different ship.

All items damaged will be dealt with as international catering waste.

Further information requested and answers.

I have spoken to [REDACTED] and received the following answers

1 At point of production food was fit UK internal market? Yes

2 All items in sealed unopened outer packaging? Yes

3 All items separate warehouse in docks Dubai storage? Yes. Loaded into locked containers at ship side

4 Audit of opened packages if any ? no opened packages. Items as shrink wrapped pallets from initial delivery until return to Crombie.

Question

Were items actually exported / imported Dubai if contained in bonded docks?

(Disembarked the provisions from 11 Jan 18 and re-loaded 3 Mar 18. The provisions were kept separately from other foods at the secure food storage unit of the Chandler's depot: MIDDLE EAST FUJI LLC, PO BOX 19227, DUBAI, UNITED ARAB EMIRATES.)

Veterinary risk assessment if answer is that they may be technically imported goods

UK product - no risk.

Storage contamination at Dubai - low risk.

Loss in proposed transport - Low risk.

End use > exported - no risk.

Full email trail below

From: Ayr Imports (APHA)

Sent: 23 May 2018 10:22

To: [REDACTED] (APHA) [REDACTED]

Subject: FW: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Portsmouth to embark on HMS Queen Elizabeth

Hi [REDACTED]

Contact number for [REDACTED] is [REDACTED]

Thanks a lot,

[REDACTED]

Administrative Officer
APHA Ayr Field Services

Animal and Plant Health Agency (APHA)

Telephone: [REDACTED] | Email: apha.scotland@apha.gsi.gov.uk
Website: www.gov.uk/apha | Twitter: [@APHAgovuk](https://twitter.com/APHAgovuk) | Facebook: [aphagov](https://www.facebook.com/aphagov)
Address: APHA, Russell House, King Street, Ayr KA8 0BE

From: [REDACTED]

Sent: 22 May 2018 19:25

To: Ayr Imports (APHA) <AyrImports@apha.gsi.gov.uk>

Cc: Enquiries@fss.scot

Subject: FW: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Portsmouth to embark on HMS Queen Elizabeth

Dear [REDACTED]

Please see below response from my colleague.
The Portsmouth LA would be best placed to take this forward.

Kind Regards,

[REDACTED]

[REDACTED]

Veterinary Manager
Food Standards Scotland
Pilgrim House, Old Ford Road, Aberdeen, AB11 5RL

[REDACTED]

www.foodstandards.gov.scot



From: [REDACTED]
Sent: 22 May 2018 15:01
To: [REDACTED]

Subject: RE: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Porstmouth to embark on HMS Queen Elizabeth

[REDACTED]
I would suggest that the LA at Portsmouth would be the best LA to verify the foodstuffs are fit for consumption on arrival at the Port of Portsmouth.
It may also be that the Royal Navy have a "Primary Authority". If this is the case, they should contact that authority for advice.
Hope this helps....

Regards,

[REDACTED]
Senior Environmental Health Manager
Food Standards Scotland

From: [REDACTED]
Date: Tuesday, 22 May 2018, 2:40 pm
To: [REDACTED]
Subject: FW: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Porstmouth to embark on HMS Queen Elizabeth

Kind regards,

[REDACTED]
[REDACTED]
From: Ayr Imports (APHA) <AyrImports@apha.gsi.gov.uk>
Date: Tuesday, 22 May 2018, 11:47 am
To: [REDACTED]
Subject: FW: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Porstmouth to embark on HMS Queen Elizabeth

Good Morning [REDACTED]

Please see query below from [REDACTED] Apologies if you are not the person/agency who deals with this. I would be grateful for your help or advice.

Kind regards

[REDACTED]
Administrative Officer
APHA Ayr Field Services

Animal and Plant Health Agency (APHA)
Telephone: [REDACTED] | Email: apha.scotland@apha.gsi.gov.uk
Website: www.gov.uk/apha | Twitter: @APHAgovuk | Facebook: aphagov
Address: APHA, Russell House, King Street, Ayr, KA8 0BE

From: APHA Scotland (APHA)
Sent: 22 May 2018 09:38
To: Ayr Imports (APHA) <AyrImports@apha.gsi.gov.uk>
Subject: FW: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Porstmouth to embark on HMS Queen Elizabeth

From: NAVY PORFLOT-WOCS ([REDACTED] WO1) [<mailto:NAVYPORFLOT-WOCS@defence.gsi.gov.uk>]
Sent: 22 May 2018 09:29
To: APHA Scotland (APHA) <APHA.Scotland@apha.gsi.gov.uk>
Subject: Disembarking Provisions from RFA Fort Rosalie in DM Crombie, Fife and transporting to HM Naval Base Porstmouth to embark on HMS Queen Elizabeth

Dear Sir/Madam,

I am Warrant Officer 1st Class [REDACTED] and I am the Catering Advisor for the Commodore Portsmouth Flotilla (COMPORFLOT) and I am seeking authorisation to move provisions from RFA FORT ROSALIE (FTRO) in DM Crombie, Dunfermline, Fife to HMS QUEEN ELIZABETH (QNLZ) in HM Naval Base Portsmouth. The provisions are made up of ambient and frozen foods originally embarked in the UK. The plan is to unload the provisions and load directly onto to temperature controlled trucks and deliver immediately to the receiving ship. Below is a summary of the deployment of these provisions:

- 17 August 2017, whilst alongside at Defence Munitions Crombie, Fife, Scotland, FTRO embarked provisions supplied by Vestey Foods UK Ltd. These provisions were in support of a destroyer that was deploying East of Suez for about 9 months. Unfortunately due to operational reasons the two ships did not meet up and FTRO still has a majority of the provisions embarked. The provisions are a mixture of ambient and frozen foods including vegetable, meat and bread products with an approximate value of £44K.
- FTRO visited Dubai, UAE for a maintenance period and disembarked the provisions from 11 Jan 18 and re-loaded 3 Mar 18. The provisions were kept separately from other foods at the secure food storage unit of the Chandler's depot: MIDDLE EAST FUJI LLC

PO BOX 19227, DUBAI, UNITED ARAB EMIRATES.

TELE: [REDACTED]

FAX: [REDACTED]

EMAIL: INFO@MEF.AE

Website: www.mef.ae

As described above the plan is not to import these provisions in to the UK but transport them directly from one Ship to another by road in secure temperature controlled trucks. Any food waste will be controlled and disposed of in accordance with International Catering Waste Regulations.

I have been dealing with the APHA England and Wales as the original plan was to unload the provisions in Portland Harbour, Dorset but due to operational commitments the Ship was unable to visit Portland. I have just received an answer from the Policy team at DEFRA England and Wales and they have explained that I must engage with yourselves.

This has been on-going for some time and time is running short due to the operational programs of the two ships involved, FTRO sails from DM Crombie for maintenance and all food must be disembarked by 5 June 2018. QNLZ is due to sail shortly and cannot embark provisions after the 31 May 2018.

I would greatly appreciate a speedy answer as to whether we are authorised to land and transport these provisions rather than £44K of food being disposed of as ICW. I would like to reiterate that these provisions are not being imported but being transported from one vessel to another in secured temperature controlled vehicles.

I look forward to your reply.

Yours faithfully,

[REDACTED]
WO1 CS
PORFLOT
Waterfront Logistics Support Group
'The Old Sail Loft' - Building 1-208b
HMNB Portsmouth
PO1 3HH

Email – Navyporflot-wocs@mod.uk

Mil: [REDACTED]

Civ: [REDACTED]

ANNEX 2

ISSUE SUMMARY: On Monday 26 June 2017 the HMS Queen Elizabeth Aircraft Carrier was launched for sea-trials.

- Since no single shipyard alone could deliver a build of this magnitude the Aircraft Carrier Alliance (ACA), an innovative alliance between industry and the Ministry of Defence (MOD), was formed.
- The total cost of the HMS Queen Elizabeth, and its sister ship the HMS Prince of Wales, will be in excess of **£6 billion**.
- As of January 2016 a total of **£3.462 billion had been paid - c£2.073 billion to BAE Systems on the Clyde and c£1.389 billion to Babcock at Rosyth on the QEC programme**. In addition, the ACA placed a number of sub-contracts with Scottish-based companies, totalling some £300 million across 21 suppliers.
- 51 million hours have been spent designing and building the Queen Elizabeth Class
- The HMS Queen Elizabeth weighs 65,000 tonnes, has a top speed of 25 knots, has a 280m long flight deck (three football pitches) and will have a crew of c700, rising to c1600 with a full complement.

Top Lines

- The Scottish Government is delighted to see the HMS Queen Elizabeth launch from Rosyth to conduct her sea trials.
- The Scottish Government recognises the skill and expertise that went into the design and engineering of this massive vessel and are immensely proud that the yards on the Clyde and at Rosyth could play such a pivotal role.
- The successful launch of the HMS Queen Elizabeth from Rosyth is an important milestone achievement for the shipbuilding sector in Scotland and should be a precursor to ensuring continued and sustainable support from the UK Government.
- We pledge to support shipbuilding and defence jobs in Scotland.

Independent Scotland and Shipbuilding

- The MOD originally **planned to order 13 Type 26s**, as replacements for the aging Type 23 frigates, but announced in the 2015 Strategic Defence and Security Review that it would **only be ordering eight Type 26s** whilst also announcing plans to develop a general-purpose frigate.
- FM welcomed that announcement but **pointed out that it was not the same deal that was promised before the independence referendum**.
- FM described the delay as "regrettable" and "disappointing" and said it had been a source of anxiety for the workforce at both yards. She said "The promise hasn't been kept in full, so the number has reduced and there has been a real delay in getting this work started".

Cyber Security

- Press reports have noted that certain on-board systems on the new Queen Elizabeth Aircraft Carrier use outdated software, making them potentially at risk of cyber-attack. **MoD are assured that these systems are secure.**

Quotes

"This is a hugely significant moment for the Royal Navy, for all our Armed Forces and for our island nation. Once in service HMS Queen Elizabeth will be the largest aircraft carrier in the world outside the United States, and the first designed from the outset to operate a fifth generation aircraft."

Admiral Sir Philip Jones First Sea Lord and Chief of Naval Staff – 26 June 2017

"HMS Queen Elizabeth is an enduring example of British imagination, ingenuity, invention that will help keep us safe for decades to come. She is built by the best, crewed by the best and will deliver for Britain."

Defence Secretary Sir Michael Fallon – 26 June 2017

From: [REDACTED]
Sent: 01 July 2014 15:49
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Briefing for the First Minister - Attendance at Naming Ceremony of the Royal Navy's New Aircraft Carrier

Hi all,

Here is some detail on recent SG engagement (Covering the period from 1/1/13)

Thales: **18/9/13** Mr Brown visited Thales to discuss Transport related issues

Babcock: **9/5/14** Mr Ewing attended a meeting of the ADM ILG at Babcock Rosyth (and toured the new Queen Elizabeth carrier)
 5/12/13 DFM met with Babcock representatives in parliament
 17/7/13 Mr Brown visited Babcock Rosyth

BAE **27/3/14** Mr Swinney met with BAE representatives for a regular update meeting
 8/11/13 DFM and Mr Swinney met union representatives and BAE following their announcement on 6 November 2013.
 10/10/13 Mr Swinney (and Lena Wilson) met with BAE representatives
 10/1/13 Mr Swinney (and Lena Wilson) visited BAE Systems at Scotstoun

Company Representative Groups

19/6/14 Mr Brown met with ADS Scotland Council to discuss defence and shipbuilding issues
24/3/14 Mr Brown met with CSEU representatives to discuss shipbuilding and defence related issues
20/2/14 Mr Brown met with [REDACTED] and [REDACTED] to discuss shipbuilding and defence issues
2/10/13 Mr Swinney met with ADS Scotland representatives
31/5/13 Mr Brown Mr Brown addressed a meeting of 30 shop stewards
13/2/13 DFM and Mr Swinney met CSEU representatives to discuss the position on the Clyde and express government support

Shout if you need anything more.

[REDACTED]

From: [REDACTED]

Sent: 01 July 2014 14:02

To: [REDACTED]
Cc: [REDACTED]

Subject: FW: Briefing for the First Minister - Attendance at Naming Ceremony of the Royal Navy's New Aircraft Carrier

Importance: High

[REDACTED]

As per my telephone call – please see the attached request for further info ahead of FM's involvement in the Carrier Naming Ceremony on Friday. I have gone back to ask separately if the general info request is just a re-jig or anything in addition, however [REDACTED] was in a meeting and unable to answer that directly.

Grateful therefore if you could pull together some info on recent SG engagement with the companies below (and, presumably, for any planned or requested engagements).

We have been asked to turn around by lunchtime tomorrow and grateful for your response ASAP. Please copy your reply to [REDACTED] and [REDACTED], as I am on leave after today.

With thanks,

[REDACTED]

[REDACTED]

Policy Officer | Defence and Commonwealth Games Security Division | The Scottish Government

Tel: [REDACTED]

In 2014 Scotland Welcomes the World

To find out more click here

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From: [REDACTED] **On Behalf Of** First Minister

Sent: 01 July 2014 13:49

To: [REDACTED]

Cc: [REDACTED] First Minister

Subject: RE: Briefing for the First Minister - Attendance at Naming Ceremony of the Royal Navy's New Aircraft Carrier

Hi [REDACTED]

Thanks for giving me a call back. As I mentioned, if you could redraft the briefing to make sure there are key facts and figures up front and brief details of any recent SG engagement with BAE, Babcock or Thales?
Grateful for redrafted briefing by noon tomorrow.

Many Thanks and Best Wishes,

[REDACTED]

[REDACTED]

Deputy Private Secretary to the First Minister

5th Floor | St Andrew's House | Regent Road | Edinburgh | EH1 3DG | T: [REDACTED]

[REDACTED] | M: [REDACTED]

From: [REDACTED]

Sent: 27 June 2014 13:50

To: First Minister

Cc: DG Learning & Justice; [REDACTED]

[REDACTED]

Subject: RE: Briefing for the First Minister - Attendance at Naming Ceremony of the Royal Navy's New Aircraft Carrier

[REDACTED]

Naming Ceremony of the Royal Navy's New Aircraft Carrier, 04 July 2014

As per your e-mail to Sean below, here is a background brief for this event:
<< File: Defence - Briefing Note For First Minister - Queen Elizabeth Naming Ceremony - 04 July 2014.doc >>

Please note the following:

- Detailed event arrangements are still being finalised. Visits & Events and Comms colleagues are due to attend a run-through at Rosyth next week and an Ops note will therefore follow.
- I have not included biographies as the VVIP/VIP list runs to some 500 individuals – plus 3,600 others – and the precise arrangements (incl. precise arrangements for FM) have still to be clarified. I have however highlighted in the cover sheet some of the VVIPs confirmed to me by the event organisers.

Please let me know if you require any additional info. Happy to discuss.

Regards,

[REDACTED]

[REDACTED]
Policy Officer | Defence and Commonwealth Games Security Division | The Scottish
Government

Tel: [REDACTED]

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From: [REDACTED]

Sent: 19 June 2014 14:58

To: [REDACTED]

Cc: DG Learning & Justice; [REDACTED]

Subject: FW: Briefing for the First Minister - Attendance at Naming Ceremony of the Royal Navy's New Aircraft Carrier

From: [REDACTED] **On Behalf Of** First Minister

Sent: 19 June 2014 14:54

To: [REDACTED]

Cc: [REDACTED]

Subject: Briefing for the First Minister - Attendance at Naming Ceremony of the Royal Navy's New Aircraft Carrier

[REDACTED]

The First Minister attend the naming ceremony of the Royal Navy's new aircraft carrier on Friday 4 July.

I would be grateful if you could provide an event briefing to be with us by **4 pm Friday 27 June.**

Please ensure :

- that the format and content of the briefing pack is consistent with the First Minister's preferences which can be found (<http://intranet/InExec/AboutUs/Ministers/MinisterialPrivateOffices/OfficeOfTheFM/Intro>)
- is maximum of 10 pages
- includes the reason for or purpose of the meeting or event
- includes the copy list of the original request.
- Includes biographies indicating whether the FM has met the individual(s) before.

- **If the event or meeting includes a speaking role, please let us know at the earliest opportunity**

Comms FM – Please take forward any media arrangements for the event

V&E – please liaise with Alan over timings and provide the Ops note

[REDACTED] – For info for the speaking note (if required)

Kind regards

[REDACTED]

[REDACTED]
Assistant Private Secretary
First Minister

Ext: [REDACTED]
[REDACTED]

Many Thanks,



Ministerial
engagement - D...



Deputy Private Secretary to the First Minister

5th Floor | St Andrew's House | Regent Road | Edinburgh | EH1 3DG | T:



| M:

From:

Sent: 02 July 2014 15:16

To: First Minister

Cc: Deputy First Minister and Cabinet Secretary for Infrastructure, Investment and Cities; Minister for Transport and Veterans; DG Learning & Justice;

Communications First Minister;

Subject: Ministerial engagement - First Minister - QE naming Ceremony - Friday 4 July

Colleagues, with thanks for your patients and various contributions, please find attached a revised brief with key fact and figures as requested and a revamped Defence industry section, that may be of use when the FM attends the above engagement.

<< File: Ministerial engagement - Defence - revised - Briefing - First Minister - Queen Elizabeth Naming Ceremony - 04 July 2014.doc >>

Kind regards



Policy Officer
Defence Policy Unit
Defence and Commonwealth Games Security Division
1 Rear
St Andrews House
Edinburgh

Landline: [REDACTED]
Mobile: [REDACTED]

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BRIEFING NOTE FOR FIRST MINISTER

QUEEN ELIZABETH CARRIER NAMING CEREMONY

04 JULY 2014

Key Message	<p>Scotland is at the forefront of Defence Industry in the UK and has a shipbuilding capability the match of anywhere in the world.</p> <p>Our support for our Armed Forces is absolute.</p>
Who	<p>Event organisers BAE Systems confirm that around <u>500 VVIP/VIPs</u>, have been invited; a further <u>3,600</u> employees, family members and performers are also expected to attend. The VVIP list includes:</p> <ul style="list-style-type: none"> • Her Majesty Queen Elizabeth II • Prince Philip, Duke of Edinburgh • Her Majesty's Lord Lieutenant of Fife, Mrs Margaret Duncan • Rt Hon David Cameron MP, Prime Minister • Rt Hon Philip Hammond MP, Secretary of State for Defence • Rt Hon Alistair Carmichael MP, Secretary of State for Scotland • Rt Hon Danny Alexander MP, Chief Secretary to the Treasury • Robert Work, United States Deputy Secretary of Defence <p>Senior representatives from the companies that form the Aircraft Carrier Alliance are also expected, including:</p> <ul style="list-style-type: none"> • Sir Peter Gershon, Aircraft Carrier Alliance Chairman • Sir Roger Carr, Chairman of BAE Systems PLC • Mr Archie Bethel CBE, Chief Executive, Marine & Technology Division Babcock International • Mr Ed Low, Chief Operating Officer, Thales UK
What	To attend the official Naming Ceremony for HMS Queen Elizabeth. Her Majesty Queen Elizabeth II will name the Carrier. You have no formal role.
Why	To demonstrate the Scottish Government's support for the shipbuilding and defence industries in Scotland.
Where	No. 1 Dock, Rosyth Dockyard, Fife – 10:10 to 12:45 approximately.
When	Visits and Events will provide an Ops Note with detailed timings and arrangements prior to this engagement.
Supporting Official	This event is ticketed and only those who have been invited and allocated a ticket will be allowed to attend. Officials from the DPU will be available. [REDACTED] on [REDACTED] [REDACTED] on [REDACTED]

Attached documents	Annex A – Key facts, QE Class Carriers. Annex B – Scottish Government Defence industry engagement. Annex C – Queen Elizabeth Class Aircraft Carrier Programme. Annex D – Background, Babcock & Rosyth. Annex E – Shipbuilding in Scotland – FMQ Extract. Annex F - Defence in an Independent Scotland – FMQ Extract.
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ANNEX A

FACTS AND FIGURES

QE Class Carriers

- 2 ships to be constructed (HMS Queen Elizabeth and HMS Prince of Wales) at a total estimated cost of £6.2bn (initial project cost £3.65bn)
- 679 personnel will crew each ship, rising to 1,600 with air personnel added
- Each ship will have a length of 280 metres, a deck level of 70 metres, a height of 56 metres, a draft of 11 metres and a range of 10,000 nautical miles
- MoD plans are for 14 F-35B fighter aircraft to operate from HMS Queen Elizabeth by 2020

Aircraft Carrier Alliance

- Aircraft Carrier Team formed in 2003, comprising Thales UK, BAE Systems and the Ministry of Defence
- Babcock International and VT Group joined in 2005, creating the Aircraft Carrier Alliance

Babcock International

- 20% of Babcock International Group's revenue comes from its Scottish operations, which include Babcock Marine-Warships at Rosyth and Babcock Marine-Clyde at HMNB Clyde
- These two divisions employ c. 4,500 people and support 3,200 additional jobs
- Rosyth currently has 1,876 employees (March 2014)
- Babcock owns and operates Rosyth Dockyard, with responsibility for assembly and over 50% of the detailed design of the Queen Elizabeth Class Carriers
- The Carrier programme is worth over £1 billion to Babcock

Shipbuilding

- There are currently 3,200 employed by BAE Systems in shipbuilding in Scotland

- BAE is cutting a total of 1,775 shipbuilding jobs across the UK, including an end to shipbuilding at Portsmouth – Some 835 jobs will be lost at yards in Govan and Scotstoun on the Clyde
- Since 2007, Scottish Enterprise has provided
 - £7.6 million of funding to support £38.7 million investment in yard improvements and design/engineering capabilities; and
 - £100k in training support.

ANNEX B

Scottish Government Defence industry engagement (Covering the period from 1/1/13)

Thales:

19/9/13 Mr Brown visited Thales to discuss transport related issues.

Babcock:

9/5/14 Mr Ewing attended a meeting of the ADM ILG at Babcock, Rosyth and toured the new Queen Elizabeth carrier.

5/12/13 DFM met with Babcock representatives in Parliament.

17/7/13 Mr Brown visited Babcock Rosyth.

BAE:

27/3/14 Mr Swinney met with BAE representatives for a regular update meeting.

8/11/13 DFM and Mr Swinney met union representatives and BAE following their announcement on 6 November.

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Company Representative Groups

19/6/14 Mr Brown met with ADS Scotland Council (who represent the Aerospace, Defence, Naval and Security Sector) to discuss defence and shipbuilding issues.

24/3/14 Mr Brown met with Confederation of Shipbuilding and Engineering Unions representatives to discuss shipbuilding and defence related issues.

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2/10/13 Mr Swinney met with ADS Scotland representatives.

31/5/13 Mr Brown Mr Brown addressed a meeting of 30 shop stewards.

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ANNEX C

QUEEN ELIZABETH AIRCRAFT CARRIER PROGRAMME - BACKGROUND

QE Class Carrier Overview

The QE Class is one of the largest engineering projects currently being undertaken in the UK. The new Queen Elizabeth Class aircraft carriers will be the biggest and most powerful surface warships ever constructed for the Royal Navy. They represent a step change in UK naval capability.

2 carriers of this class have been ordered for the Royal Navy: HMS Queen Elizabeth and HMS Prince of Wales. They have been designed to offer flexibility in deployment and to be versatile enough to be used for operations ranging from supporting war efforts to providing humanitarian aid and disaster relief.

Cost and Delivery

HMS Queen Elizabeth, the first of class and the vessel being named HM Queen Elizabeth II at this ceremony, is expected to be fully operational by 2020. The estimated cost for both ships is £6.2bn (the initial projected cost was £3.65bn).

QE Class Carriers - Facts and Figures

The crew for each ship will be around 679, rising to up to 1,600 with air personnel added. At full complement the carriers will have a displacement of 70,600 tonnes. They have an overall length of 280 metres (920 ft), a width at deck level of 70 metres (230 ft), a height of 56 metres (184 ft), a draught of 11 metres (36 ft) and a range of 10,000 nautical miles (12,000 mi; 19,000 km).

The QE Class has been designed with twin islands, which separates the running of the ship from the flying operations resulting in greater visibility of flying operations. It's Highly Mechanised Weapon Handling System enables a streamlined crew to operate a vessel much larger than the carrier which it replaces. The ships will also use an electric propulsion system that enables the prime movers to operate more efficiently and therefore burn less fuel. Power is delivered to that system by gas turbine and diesel generators.

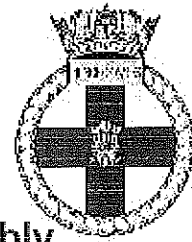
There are four galleys on board and four large dining areas which will be manned by 67 catering staff. The largest dining room has the capacity to serve 960 crew members in one hour. Each ship will have an eight bed medical suite, operating theatre and dental surgery, which will be managed by 11 medical staff. Crew facilities also include a cinema and fitness suites in order to provide crew members, who may be away from home for months at a time, a good range of recreational activities. Crew members will have personal access to e-mail and the internet.

HMS Queen Elizabeth will carry F-35B fighter aircraft. Current MoD plans are for 14 F-35B aircraft to form the first operational squadron in 2018, and that by 2020 they will be able to fly from HMS Queen Elizabeth. The F-35 – also known as the Joint Strike Fighter or Lightning II – may perform a fly-by at the naming ceremony.

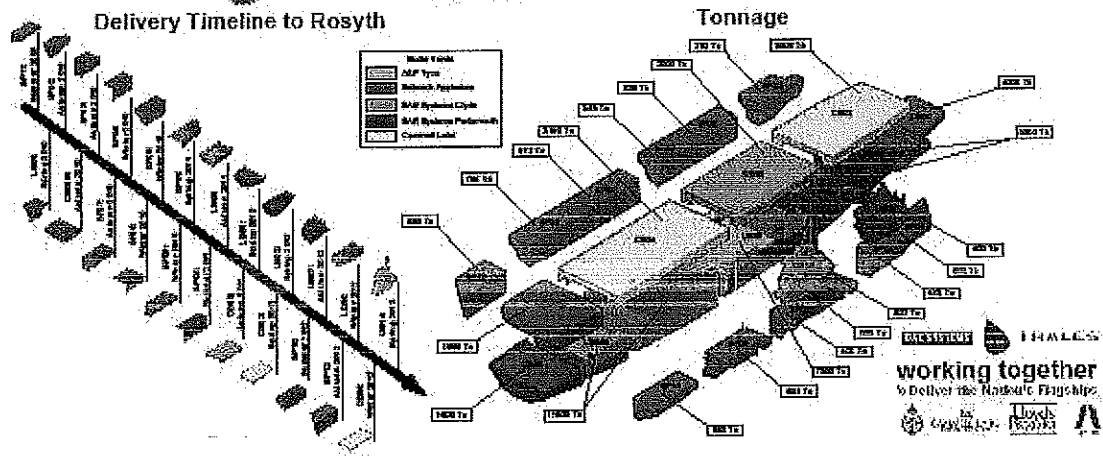
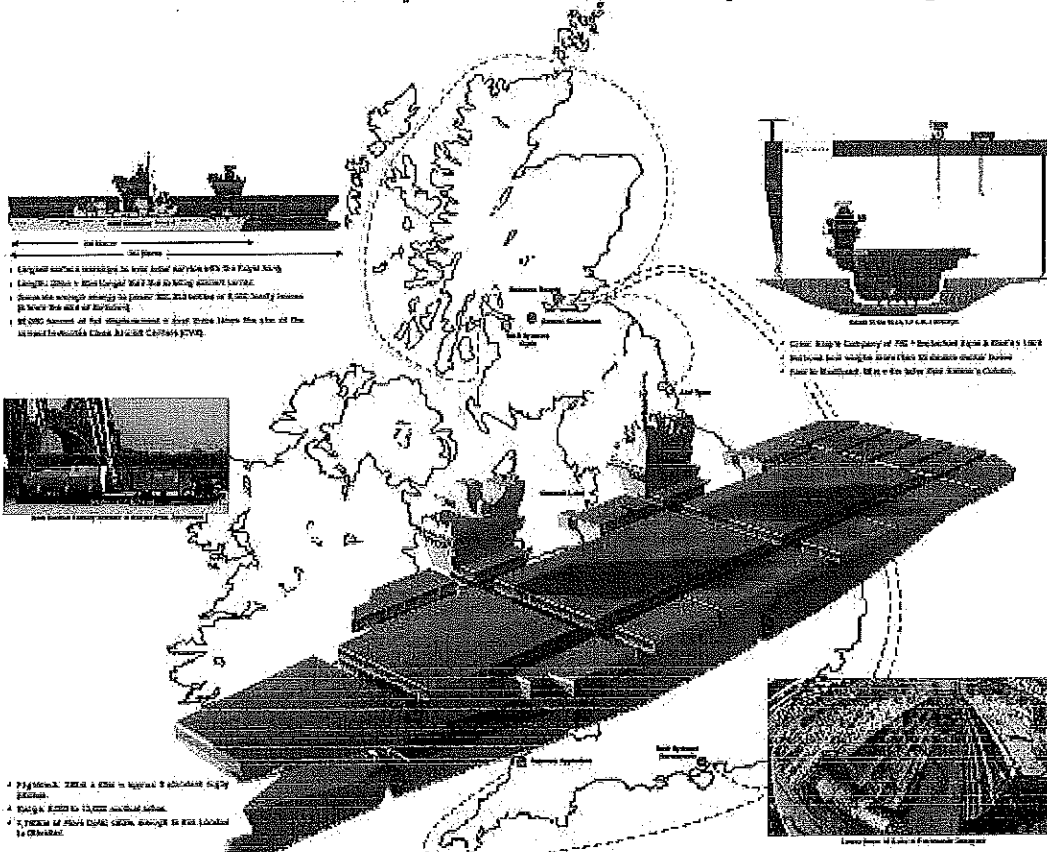
Overview of Carrier Construction and Assembly



aircraft carrier
ALLIANCE
 Delivering the Nation's Flagships



Block Transportation and Ship Assembly



working together
 to Deliver the Nation's Flagships

The Aircraft Carrier Alliance (ACA)

The ACA is an alliance between the Ministry of Defence and the main industry partners involved in the construction of the Queen Elizabeth Aircraft Carriers. The Alliance was formed in such a way as to ensure that all partners took collective responsibility and ownership of the project and to ultimately ensure that each would share in both risk and reward.

The Aircraft Carrier Team was originally formed in 2003 and was made up of Thales UK, BAE Systems and the Ministry of Defence. Babcock and VT Group joined in 2005, creating the Aircraft Carrier Alliance and the memorandum of understanding for the actual contract was signed the following year. Since then, VT Group has sold its shipbuilding operation to BAE Systems and the remaining support and training part of the business has been bought out by Babcock resulting in three industry members of the ACA. Contract renegotiations in 2012 concluded that any cost overruns above the revised £6.2bn budget would be met jointly and equally by BAE Systems and the MoD.

HMS Prince of Wales

The Prince of Wales will be the second, and final planned Queen Elizabeth Class Aircraft Carrier. While the UK Government Strategic Defence and Security Review (SDSR) of 2010 recommended that the UK needed only one operational aircraft carrier, penalty clauses in the contract meant that cancelling the second vessel would be more expensive than building it. The UK Government therefore decided that the second carrier should be built and the current intention is for the Prince of Wales to be constructed and then held in "extended readiness". A final decision on the fate of the HMS Prince of Wales will be taken as part of the 2015 SDSR; under current plans it will be commissioned in 2020.

Fixed-Wing Aircraft

During the course of the Carrier project, the UK Government has changed its plans for the aircraft it will carry. The carriers will be completed as originally planned, in a Short Take-Off and Vertical Landing (STOVL) configuration, deploying the Anglo-American Lockheed Martin F-35B. The UK government had at one stage considered purchasing the F-35C carrier version of this aircraft, and adopted plans for Prince of Wales to be built to a Catapult Assisted Take Off Barrier Arrested Recovery (CATOBAR) configuration. After the projected costs of the CATOBAR system rose to around twice the original estimate, the government announced that it would revert to the original design on 10 May 2012. The total cost of the work that had been done on the conversion to a CATOBAR configuration, and of reverting to the original STOVL configuration, was estimated by the Defence Secretary to be "something in the order of £100 million."

Naming Ceremony

The Naming Ceremony is a naval tradition which dates back centuries and combines a celebration and solemn blessing. The purpose of the Ceremony is to officially name the Queen Elizabeth aircraft carrier.

BABCOCK & ROSYTH - BACKGROUND

Babcock International Group PLC is a provider of engineering and support services to customers in the defence, marine, oil and gas, nuclear and supply chain markets in the UK and a growing range of selected overseas markets. Babcock in Scotland makes a significant contribution to the Scottish economy and employment levels, with its main operations being at Rosyth; HMNB Clyde; Rail HQ Hamilton; and Dounreay. In total, 20% of Babcock International Group's revenue comes from its Scottish operations. Babcock's employees are generally paid twice the national Scottish average and are well qualified and highly skilled.

The main two Babcock divisions in Scotland are Babcock Rail and Babcock Marine & Technology. Babcock Marine has two operations in Scotland; Babcock Marine-Warships at Rosyth and Babcock Marine-Clyde, which operates HMNB Clyde (Faslane). These two divisions make a major direct contribution to the economy of Scotland, employing c. 4,500 people and supporting 3,200 additional jobs. Rosyth currently has 1,876 employees (March 2014).

Babcock at Rosyth is an example of a shipyard involved in both military and non-military contracts. The main work on site is the assembly of the aircraft carriers: Babcock is a member of the Aircraft Carrier Alliance (ACA), comprising Babcock, BAE Systems, Thales and the MoD which was established to provide a multi-company vehicle to develop the ships. The ACA is now based at Rosyth, having moved up from Bristol in 2009. In addition, in January 2013 the company announced that it been awarded a contract worth more than £30m to build new structures for oil fields west of Shetland, securing more than 100 jobs.

- Babcock owns and operates Rosyth Dockyard with responsibility for the assembly and over 50% of the detailed design of the Queen Elizabeth Class (QEC) aircraft carriers as part of the ACA. The QEC programme is currently worth over £1 billion to Babcock, approximately 25% of the total value of the project. The Rosyth workforce is being augmented by in excess of 300 workers travelling from the Clyde (BAE Systems and Ferguson Shipbuilders) involved in the fit out of the blocks transferred from BAE Systems on the Clyde and subcontract work to Ferguson via a Babcock contract.
- Babcock is currently enhancing its position within the Offshore Energy, Civil Nuclear and Marine Services markets by supplying high integrity, long term and complex through life engineering solutions; this is typified by the £30 million order that BP recently placed for 70 subsea structures for its development west of Shetland.
- In addition, Babcock operates a commercial port at Rosyth, providing flexible facilities and services to support marine logistics, offshore operations and vessel maintenance (NB see following note on development of an international container terminal at Rosyth).
- Providing vessel platform design, integration and management services and high integrity systems to various global markets.

The White Paper makes a commitment to take forward the procurement of four new frigates, to be built on the Clyde, preferably through joint procurement with the rest of the UK: two will be ordered in the first parliamentary term of independence.

The Scottish Government will do all it can to protect shipbuilding and defence jobs

- Exane BNP Paribas published independence research on 15 May 2014 within which it reached firm views on shipbuilding; “we see no risk to the Type 26 backlog and little or no financial risk at this stage”,
- Its conclusion on Babcock Marine was even clearer: “Rosyth – not at risk: The Rosyth site on the Eastern coast of Scotland, monitored by Babcock, shows more visibility in our view. Current workload is secured by the second aircraft carrier, which is unlikely to be reallocated to any other site. Beyond 2018 and that key delivery, Rosyth is likely to persist mainly as a maintenance site.”
- As set out in *Scotland's Future*, we will consider options for re-instating Rosyth as a supporting naval base, operating alongside its current industrial uses.
- Press Reports (The Independent, 1/4/14) confirm that the MoD will continue to build warships in Scotland after a ‘Yes’ vote, delivering another blow to the ‘No’ campaign’s scaremongering to the contrary.
- MoD is under contract conditions to build ships in Scotland until at least 2017.
- Scottish companies will be able to bid for MoD contracts that are put out to competitive tender so UK military orders could, and should, still come to Scotland.

The loss of 800 jobs across the Clyde and Rosyth is a devastating blow

- BAE Systems is to cut 1,775 jobs at its yards in Scotland and England and end shipbuilding altogether at Portsmouth. Some 835 jobs will be lost at yards in Govan and Scotstoun on the River Clyde, and Rosyth and at Filton, near Bristol. Currently 3,200 employed by BAE in shipbuilding in Scotland
- 940 staff posts and 170 agency workers will go at the Portsmouth site, which will retain repairs and maintenance work. At present BAE employs 4,100 around Portsmouth, 1,200 within shipbuilding.
- Johann Lamont called the loss of 800 jobs on the Clyde part of the “Union Dividend”- Bauer Radio – 6 November: “It’s self-evident this decision is part of the union dividend and the SNP seem to think that we can leave the United Kingdom and still be part of the union dividend. No Major Country lets its defence procurement to a foreign country.” Johann Lamont met with union leaders on Monday 23 June to launch a campaign to “save” shipbuilding in Scotland saying it was “inconceivable” that the MoD would place contracts outwith the UK.
- Scottish shipbuilding employment in 1979 was around 35,000 (Source: Scottish Economic Bulletin Number 57, September 1998).
- From 1993 to 2012, there was a 35% fall in those employed in shipbuilding from 11,100 to 7,200. (Please note that these figures are from two separate employment series: this may impact on data due to methodology differences between sources.)

- Employment at Rosyth over the last ten years: 1791, 1522, 1195, 1184, 1286, 1376, 1479, 1785, 1834, 2068, 2220. (2004-14: Source: Babcock)
- Clyde Jobs [all figures are BAE estimates and they would advise caution in using them as they have not been rigorously checked]: 2013 - 3,200 (BAE), 2012 - 3,300, 2011 – 3,400, 2010 – 3,300, 2008 – 3,800, 2007 - 3,400, 2006 – 3,200, 2002 - 2,500 (Clyde taskforce report).

The UKG has now confirmed that Article 346 is no barrier to ships being built on the Clyde

- **Dr Andrew Murrison, Parliamentary Under Secretary of State for International Security Strategy**, said at the Scottish Affairs Committee on 12 November when asked by the Chair “The question of article 346 cannot be used, unless I am mistaken, to argue that the order could not go to the Clyde” he replied: **“No. If we thought it was in our national interest to do so in terms of defence and security, then, hypothetically, that would be my understanding too.”** *Scottish Affairs Committee official report*
- **Stephen Boyd, STUC, The Sunday Herald 10 November 2013** “... if the UK Government awards a contract to BAE and, fully in accordance with the company strategy announced on Wednesday, BAE wishes to build their ships in its Clyde yards, nothing in Article 346 stops that from happening.”
- **Professor Trevor Taylor, Royal United Services Institute (RUSI), evidence to House of Commons Defence Committee, 18 June 2013** “article 346 of the European treaty does not require you to compete your contracts and it does not require you to place a contract in your own country if you choose not to compete it”
- **Professor Malcolm Chalmers, RUSI Journal article, 04 May 2014** “There is nothing in the wording of the EU’s single-market exception for defence procurement (Article 346 of the EU Treaty) that explicitly forbids giving preference to imports from another member state.”

This Scottish Government will stand up for the Clyde – Unlike the Secretary of State for Scotland

- Alistair Carmichael said, in the *Portsmouth News* on 6 Nov 13: ‘If Scotland were to vote yes, **then the rest of the UK would be looking for shipyards within their jurisdiction and yes, you would think Portsmouth would be well placed in that circumstance.**’
- Yet on the Daily Politics on 7 March 2012 Gerald Vernon-Jackson – the LibDem Leader of Portsmouth City Council – said that if a decision was made to stop Portsmouth building warships before the referendum then **“if that decision is made within the next year those skills will have gone...”**
- How is this standing up for Scotland – the Unions don’t think it is. **Jamie Webster, Union Convenor at Govan Yard, said on BBC Newsnight (6 Nov 13) – “If the situation is that Scottish people by democratic vote, vote Yes, I would expect, no sorry, demand, that every single politician of every section supports us to hell and back”**

Other small countries have thriving shipbuilding industries, Scotland should too

- Skipsrevyen, the Norwegian Ship Register, listed that **Norway build 109 ships in 2012, at 42 shipyards** controlled by 35 companies.
- In Norway, the sector accounted for around 10 per cent of manufacturing turnover and 11 per cent of manufacturing employment in 2010 (it is currently around 4% in Scotland).

DEFENCE IN AN INDEPENDENT SCOTLAND – FMQ EXTRACT ANNEX F

Scotland is currently short-changed on our contribution to defence. We can spend less than our current contribution and still secure what we need.

- **Scotland's Future** sets out how, focussing on a strong conventional defence footprint, an annual defence and security budget of £2.5 billion would:
 - deliver a £500 million dividend at 2016/17, when current UK defence plans, including spending on Trident, are projected to cost the Scottish taxpayer £3bn a year (Pages 206 + 473);
 - enable an increased conventional defence footprint, building to a total of 15,000 regular and 5,000 reserve personnel over the 10 years following independence (Page 237); and would
 - provide for significant investment in procurement, which can support key Scottish industries including the shipbuilding industry (Page 248).
- **The MoD** have finally admitted that Scotland would inherit a share of defence assets in the Scotland Analysis: Defence paper in Oct 2013 (Quote from Page 9): *"It is undisputed that, in the event of independence, negotiations would have to take place with the continuing UK on a whole range of matters, including on assets and liabilities."*
- **Dr Phillips O'Brien**, Director, Scottish Centre for War Studies, University of Glasgow (Scotland Tonight, 26 November 2013): *"So the original Scottish military will be based entirely, or almost entirely, on British military equipment, in very small amounts. Two frigates, only twelve fast jets, so you're really talking quite a small force. But what they're saying is we'll build slowly up to it in ten years and that does mean that that's financially achievable."*
- **Professor Malcolm Chalmers**, RUSI Journal article, 04 May 2014 *"The White Paper's recommendations on the overall size and orientation of the armed forces that Scotland might hope to acquire also appear to be reasonable (although the timetable is less so)."...* *"In terms of scale and affordability, this is a reasonable structure towards which Scotland could aim."*

Countries of a similar size have similar budgets and effective forces - so can Scotland.

- £2.5 billion equals 1.7% of Scotland's GDP (including geographic share of North Sea revenues).
- The UK Government [Scotland Analysis: Defence] has quoted the following figures for defence spending in comparable countries in 2012:
 - Denmark's defence budget was around £2.8 bn or 1.4% of GDP
 - Finland's defence budget was around £2.3 bn or 1.5% of GDP
 - Norway's defence budget was around £4.4 bn or 1.4% of GDP

Scotland has seen disproportionate cuts in defence personnel under the UK Government.

- **Philip Hammond** has misled people over scale of defence cuts in Scotland: Liam Fox told the House of Commons Scottish Affairs Committee on 7 June 2011: *"I am aware of the fact that between 2000 and 2010 the total UK reduction was 11.6%, but the reduction in Scotland was 27.9%."* But these numbers were put to Philip Hammond on Tuesday October 8 2013 on Good Morning Scotland. He said: *"I would question those figures. They are simply not right."*
- Since 2011 the MoD has made 11,100 armed forces personnel redundant. And on 23 January 2014 the Secretary of State for Defence announced a further 1,505 job losses (1,425 Army, 70 RAF and 10 Royal Navy). (Source: BBC news website, 23 January 2014)
- Nearly 10,000 jobs have been lost in Scottish MoD posts since 2000. Between 2000 and 2013 the defence footprint in Scotland fell disproportionately, with the loss of almost 38% of military and civilian MOD posts (9,340 posts in total). (Source: MoD Personnel Bulletin 2.03, 2013)

Scotland receives only 5.3% (by cost) of contracts exempt from EU procurement rules

- Directive 2009/81/EC sets EU rules procuring arms, munitions and war material (plus related works and services) for defence purposes, but also for the procurement of sensitive supplies, works and services for security purposes. It is tailored to the specificities of defence and security equipment and markets.
- On 21 January 2013, the Scotsman reported an FOI release indicating the proportion of MOD contracts exempt from EU regulations under Article 346 placed in Scotland. It reported that: *"Between 2007-08 and 2011-12, Scotland received £3.17 billion of work out of £60bn – a shortfall of about £1.9bn."*

DEFENCE POLICY UNIT
27 June 2014

BRIEFING NOTE FOR FIRST MINISTER

QUEEN ELIZABETH CARRIER NAMING CEREMONY

04 JULY 2014

Key Message	<p>Scotland is at the forefront of Defence Industry in the UK and has a shipbuilding capability the match of anywhere in the world.</p> <p>Our support for our Armed Forces is absolute.</p>
Who	<p>Event organisers BAE Systems confirm that around <u>500 VVIP/MIPs</u>, have been invited; a further <u>3,600</u> employees, family members and performers are also expected to attend. The VVIP list includes:</p> <ul style="list-style-type: none"> • Her Majesty Queen Elizabeth II • Prince Philip, Duke of Edinburgh • Her Majesty's Lord Lieutenant of Fife, Mrs Margaret Duncan • Rt Hon David Cameron MP, Prime Minister • Rt Hon Philip Hammond MP, Secretary of State for Defence • Rt Hon Alistair Carmichael MP, Secretary of State for Scotland • Rt Hon Danny Alexander MP, Chief Secretary to the Treasury • Robert Work, United States Deputy Secretary of Defence <p>Senior representatives from the companies that form the Aircraft Carrier Alliance are also expected, including:</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
What	<p>To attend the official Naming Ceremony for HMS Queen Elizabeth. Her Majesty Queen Elizabeth II will name the Carrier. You have no formal role.</p>
Why	<p>To demonstrate the Scottish Government's support for the shipbuilding and defence industries in Scotland.</p>
Where	<p>No. 1 Dock, Rosyth Dockyard, Fife – 10:10 to 12:45 approximately.</p>
When	<p>Visits and Events will provide an Ops Note with detailed timings and arrangements prior to this engagement.</p>
Supporting Official	<p>This event is ticketed and only those who have been invited and allocated a ticket will be allowed to attend. Officials from the DPU will be available. [REDACTED] on [REDACTED] or [REDACTED] on [REDACTED]</p>

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FACTS AND FIGURES

QE Class Carriers

- 2 ships to be constructed (HMS Queen Elizabeth and HMS Prince of Wales) at a total estimated cost of £6.2bn (initial project cost £3.65bn)

The carriers, over three times the size of the current Invincible class, were each planned to be equipped with up to 40 Short Take-off and Vertical landing (STOVL) F-35B jets. In 2010, the project cost rose to an estimated £5.2bn. As part of the government's Strategic Defence and Security Review, it announced a change of plan and said the carriers would be equipped instead to carry F-35C jets. The F-35C jets have a longer range and are capable of carrying a higher weapons payload, but they require catapult and arrestor gear, so-called "cats and traps" to be able to take off and land.

The MoD decided to revert to the original jets for logistical and financial reasons. This resulted in a further increase in costs which was later criticised by the Commons Public Accounts Committee.

- 679 personnel will crew each ship, rising to 1,600 with air personnel added
- Each ship will have a length of 280 metres, a deck level of 70 metres, a height of 56 metres, a draft of 11 metres and a range of 10,000 nautical miles
- MoD plans are for 14 F-35B fighter aircraft to operate from HMS Queen Elizabeth by 2020
- In excess of 300 workers transferred to Rosyth from the Clyde (BAE Systems and Fergusons) for the QEC project



- The construction of the QE aircraft carriers involved shipyards across the UK in building sectional blocks for the carriers. The blocks were transported by barge from yards in Glasgow, Liverpool, Devon, Tyneside and Portsmouth, to be assembled in a specially constructed dock at Rosyth. The Govan yard received considerable investment in advance and has achieved the largest share of block construction.
- The construction of the aircraft carrier has sustained about 7,000 jobs at more than 100 companies across the country including the following Scottish companies involved the supply chain; Brand Rex, MacTaggart Scott, Converteam, Gas Measurement Instruments, Hydrasun, Aker QServ and McGeoch.

Aircraft Carrier Alliance

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- These two divisions employ c. 4,500 people and support 3,200 additional jobs
- Employment at Babcock in Rosyth has grown throughout the QEC project to 1,876 employees (March 2014) from around 1,200 in 2006
- Babcock owns and operates Rosyth Dockyard, with responsibility for assembly and over 50% of the detailed design of the Queen Elizabeth Class Carriers
- The Carrier programme is worth over £1 billion to Babcock

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- There are currently 3,200 employed by BAE Systems in shipbuilding in Scotland
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HMS Queen Elizabeth, the first of class and the vessel being named HM Queen Elizabeth II at this ceremony, is expected to be fully operational by 2020. The estimated cost for both ships is £6.2bn (the initial projected cost was £3.65bn).

QE Class Carriers - Facts and Figures

The crew for each ship will be around 679, rising to up to 1,600 with air personnel added. At full complement the carriers will have a displacement of 70,600 tonnes. They have an overall length of 280 metres (920 ft), a width at deck level of 70 metres (230 ft), a height of 56 metres (184 ft), a draught of 11 metres (36 ft) and a range of 10,000 nautical miles (12,000 mi; 19,000 km).

The QE Class has been designed with twin islands, which separates the running of the ship from the flying operations resulting in greater visibility of flying operations. It's Highly Mechanised Weapon Handling System enables a streamlined crew to operate a vessel much larger than the carrier which it replaces. The ships will also use an electric propulsion system that enables the prime movers to operate more efficiently and therefore burn less fuel. Power is delivered to that system by gas turbine and diesel generators.

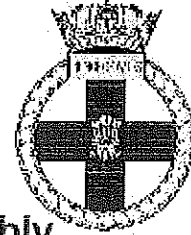
There are four galleys on board and four large dining areas which will be manned by 67 catering staff. The largest dining room has the capacity to serve 960 crew members in one hour. Each ship will have an eight bed medical suite, operating theatre and dental surgery, which will be managed by 11 medical staff. Crew facilities also include a cinema and fitness suites in order to provide crew members, who may be away from home for months at a time, a good range of recreational activities. Crew members will have personal access to e-mail and the internet.

HMS Queen Elizabeth will carry F-35B fighter aircraft. Current MoD plans are for 14 F-35B aircraft to form the first operational squadron in 2018, and that by 2020 they will be able to fly from HMS Queen Elizabeth. The F-35 – also known as the Joint Strike Fighter or Lightning II – may perform a fly-by at the naming ceremony.

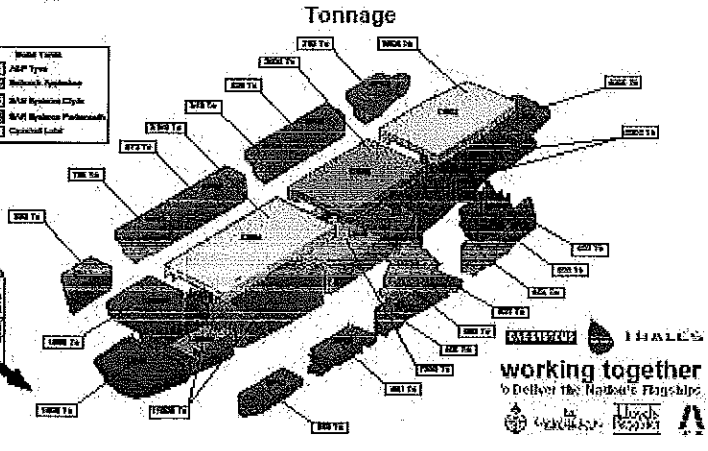
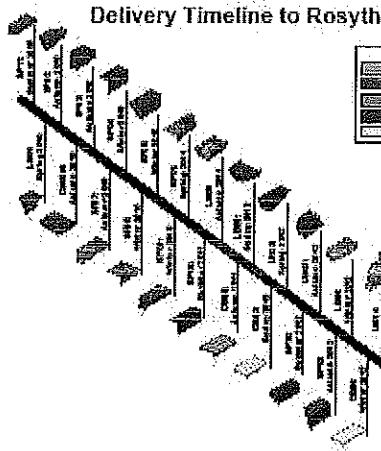
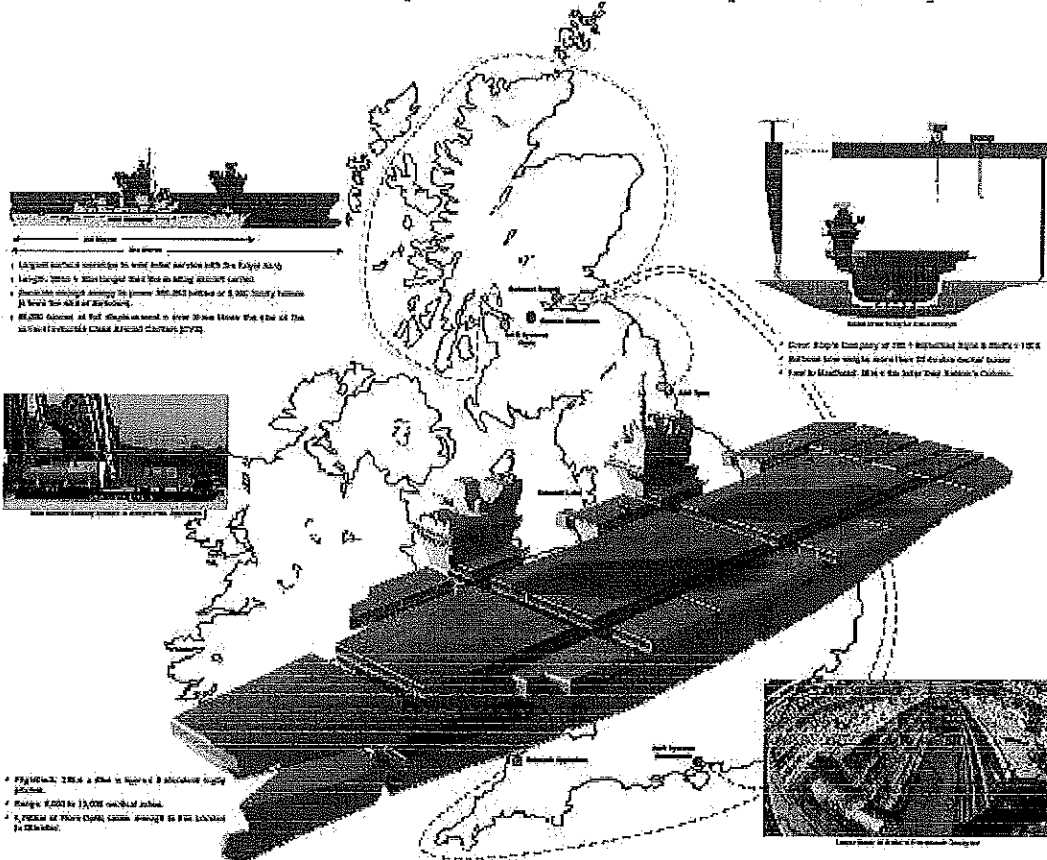
Overview of Carrier Construction and Assembly



aircraft carrier
ALLIANCE
 Delivering the Nation's Flagships



Block Transportation and Ship Assembly



HALS
 working together
 to Deliver the Nation's Flagships

The Aircraft Carrier Alliance (ACA)

The ACA is an alliance between the Ministry of Defence and the main industry partners involved in the construction of the Queen Elizabeth Aircraft Carriers. The Alliance was formed in such a way as to ensure that all partners took collective responsibility and ownership of the project and to ultimately ensure that each would share in both risk and reward.

The Aircraft Carrier Team was originally formed in 2003 and was made up of Thales UK, BAE Systems and the Ministry of Defence. Babcock and VT Group joined in 2005, creating the Aircraft Carrier Alliance and the memorandum of understanding for the actual contract was signed the following year. Since then, VT Group has sold its shipbuilding operation to BAE Systems and the remaining support and training part of the business has been bought out by Babcock resulting in three industry members of the ACA. Contract renegotiations in 2012 concluded that any cost overruns above the revised £6.2bn budget would be met jointly and equally by BAE Systems and the MoD.

HMS Prince of Wales

The Prince of Wales will be the second, and final planned Queen Elizabeth Class Aircraft Carrier. While the UK Government Strategic Defence and Security Review (SDSR) of 2010 recommended that the UK needed only one operational aircraft carrier, penalty clauses in the contract meant that cancelling the second vessel would be more expensive than building it. The UK Government therefore decided that the second carrier should be built and the current intention is for the Prince of Wales to be constructed and then held in "extended readiness". A final decision on the fate of the HMS Prince of Wales will be taken as part of the 2015 SDSR; under current plans it will be commissioned in 2020.

Fixed-Wing Aircraft

During the course of the Carrier project, the UK Government has changed its plans for the aircraft it will carry. The carriers will be completed as originally planned, in a Short Take-Off and Vertical Landing (STOVL) configuration, deploying the Anglo-American Lockheed Martin F-35B. The UK government had at one stage considered purchasing the F-35C carrier version of this aircraft, and adopted plans for Prince of Wales to be built to a Catapult Assisted Take Off Barrier Arrested Recovery (CATOBAR) configuration. After the projected costs of the CATOBAR system rose to around twice the original estimate, the government announced that it would revert to the original design on 10 May 2012. The total cost of the work that had been done on the conversion to a CATOBAR configuration, and of reverting to the original STOVL configuration, was estimated by the Defence Secretary to be "something in the order of £100 million."

Naming Ceremony

The Naming Ceremony is a naval tradition which dates back centuries and combines a celebration and solemn blessing. The purpose of the Ceremony is to officially name the Queen Elizabeth aircraft carrier.

BABCOCK & ROSYTH - BACKGROUND

Babcock International Group PLC is a provider of engineering and support services to customers in the defence, marine, oil and gas, nuclear and supply chain markets in the UK and a growing range of selected overseas markets. Babcock in Scotland makes a significant contribution to the Scottish economy and employment levels, with its main operations being at Rosyth; HMNB Clyde; Rail HQ Hamilton; and Dounreay. In total, 20% of Babcock International Group's revenue comes from its Scottish operations. Babcock's employees are generally paid twice the national Scottish average and are well qualified and highly skilled.

The main two Babcock divisions in Scotland are Babcock Rail and Babcock Marine & Technology. Babcock Marine has two operations in Scotland; Babcock Marine-Warships at Rosyth and Babcock Marine-Clyde, which operates HMNB Clyde (Faslane). These two divisions make a major direct contribution to the economy of Scotland, employing c. 4,500 people and supporting 3,200 additional jobs. Rosyth currently has 1,876 employees (March 2014).

Babcock at Rosyth is an example of a shipyard involved in both military and non-military contracts. The main work on site is the assembly of the aircraft carriers: Babcock is a member of the Aircraft Carrier Alliance (ACA), comprising Babcock, BAE Systems, Thales and the MoD which was established to provide a multi-company vehicle to develop the ships. The ACA is now based at Rosyth, having moved up from Bristol in 2009. In addition, in January 2013 the company announced that it been awarded a contract worth more than £30m to build new structures for oil fields west of Shetland, securing more than 100 jobs.

- Babcock owns and operates Rosyth Dockyard with responsibility for the assembly and over 50% of the detailed design of the Queen Elizabeth Class (QEC) aircraft carriers as part of the ACA. The QEC programme is currently worth over £1 billion to Babcock, approximately 25% of the total value of the project. The Rosyth workforce is being augmented by in excess of 300 workers travelling from the Clyde (BAE Systems and Ferguson Shipbuilders) involved in the fit out of the blocks transferred from BAE Systems on the Clyde and subcontract work to Ferguson via a Babcock contract.
- Babcock is currently enhancing its position within the Offshore Energy, Civil Nuclear and Marine Services markets by supplying high integrity, long term and complex through life engineering solutions; this is typified by the £30 million order that BP recently placed for 70 subsea structures for its development west of Shetland.
- In addition, Babcock operates a commercial port at Rosyth, providing flexible facilities and services to support marine logistics, offshore operations and vessel maintenance (NB see following note on development of an international container terminal at Rosyth).
- Providing vessel platform design, integration and management services and high integrity systems to various global markets.

The White Paper makes a commitment to take forward the procurement of four new frigates, to be built on the Clyde, preferably through joint procurement with the rest of the UK: two will be ordered in the first parliamentary term of independence.

The Scottish Government will do all it can to protect shipbuilding and defence jobs

- Exane BNP Paribas published independence research on 15 May 2014 within which it reached firm views on shipbuilding; “we see no risk to the Type 26 backlog and little or no financial risk at this stage”,
- Its conclusion on Babcock Marine was even clearer: “Rosyth – not at risk: The Rosyth site on the Eastern coast of Scotland, monitored by Babcock, shows more visibility in our view. Current workload is secured by the second aircraft carrier, which is unlikely to be reallocated to any other site. Beyond 2018 and that key delivery, Rosyth is likely to persist mainly as a maintenance site.”
- As set out in *Scotland's Future*, we will consider options for re-instating Rosyth as a supporting naval base, operating alongside its current industrial uses.
- Press Reports (The Independent, 1/4/14) confirm that the MoD will continue to build warships in Scotland after a ‘Yes’ vote, delivering another blow to the ‘No’ campaign’s scaremongering to the contrary.
- MoD is under contract conditions to build ships in Scotland until at least 2017.
- Scottish companies will be able to bid for MoD contracts that are put out to competitive tender so UK military orders could, and should, still come to Scotland.

The loss of 800 jobs across the Clyde and Rosyth is a devastating blow

- BAE Systems is to cut 1,775 jobs at its yards in Scotland and England and end shipbuilding altogether at Portsmouth. Some 835 jobs will be lost at yards in Govan and Scotstoun on the River Clyde, and Rosyth and at Filton, near Bristol. Currently 3,200 employed by BAE in shipbuilding in Scotland
- 940 staff posts and 170 agency workers will go at the Portsmouth site, which will retain repairs and maintenance work. At present BAE employs 4,100 around Portsmouth, 1,200 within shipbuilding.
- Johann Lamont called the loss of 800 jobs on the Clyde part of the “Union Dividend”- Bauer Radio – 6 November: “It’s self-evident this decision is part of the union dividend and the SNP seem to think that we can leave the United Kingdom and still be part of the union dividend. No Major Country lets its defence procurement to a foreign country.” Johann Lamont met with union leaders on Monday 23 June to launch a campaign to “save” shipbuilding in Scotland saying it was “inconceivable” that the MoD would place contracts outwith the UK.
- Scottish shipbuilding employment in 1979 was around 35,000 (Source: Scottish Economic Bulletin Number 57, September 1998).
- From 1993 to 2012, there was a 35% fall in those employed in shipbuilding from 11,100 to 7,200. (Please note that these figures are from two separate employment series: this may impact on data due to methodology differences between sources.)

- Employment at Rosyth over the last ten years: 1791, 1522, 1195, 1184, 1286, 1376, 1479, 1785, 1834, 2068, 2220. (2004-14: Source: Babcock)
- Clyde Jobs [all figures are BAE estimates and they would advise caution in using them as they have not been rigorously checked]: 2013 - 3,200 (BAE), 2012 - 3,300, 2011 – 3,400, 2010 – 3,300, 2008 – 3,800, 2007 - 3,400, 2006 – 3,200, 2002 - 2,500 (Clyde taskforce report).

The UKG has now confirmed that Article 346 is no barrier to ships being built on the Clyde

- **Dr Andrew Murrison, Parliamentary Under Secretary of State for International Security Strategy**, said at the Scottish Affairs Committee on 12 November when asked by the Chair "The question of article 346 cannot be used, unless I am mistaken, to argue that the order could not go to the Clyde" he replied: **"No. If we thought it was in our national interest to do so in terms of defence and security, then, hypothetically, that would be my understanding too"** Scottish Affairs Committee official report
- **Stephen Boyd, STUC, The Sunday Herald 10 November 2013** "... if the UK Government awards a contract to BAE and, fully in accordance with the company strategy announced on Wednesday, BAE wishes to build their ships in its Clyde yards, nothing in Article 346 stops that from happening."
- **Professor Trevor Taylor, Royal United Services Institute (RUSI), evidence to House of Commons Defence Committee, 18 June 2013** "article 346 of the European treaty does not require you to compete your contracts and it does not require you to place a contract in your own country if you choose not to compete it"
- **Professor Malcolm Chalmers, RUSI Journal article, 04 May 2014** "There is nothing in the wording of the EU's single-market exception for defence procurement (Article 346 of the EU Treaty) that explicitly forbids giving preference to imports from another member state."

This Scottish Government will stand up for the Clyde – Unlike the Secretary of State for Scotland

- Alistair Carmichael said, in the *Portsmouth News* on 6 Nov 13: 'If Scotland were to vote yes, **then the rest of the UK would be looking for shipyards within their jurisdiction and yes, you would think Portsmouth would be well placed in that circumstance.**'
- Yet on the Daily Politics on 7 March 2012 Gerald Vernon-Jackson – the LibDem Leader of Portsmouth City Council – said that if a decision was made to stop Portsmouth building warships before the referendum then **"if that decision is made within the next year those skills will have gone..."**
- How is this standing up for Scotland – the Unions don't think it is. **Jamie Webster, Union Convenor at Govan Yard, said on BBC Newsnight (6 Nov 13) – "If the situation is that Scottish people by democratic vote, vote Yes, I would expect, no sorry, demand, that every single politician of every section supports us to hell and back"**

Other small countries have thriving shipbuilding industries, Scotland should too

- Skipsrevyen, the Norwegian Ship Register, listed that **Norway build 109 ships in 2012, at 42 shipyards** controlled by 35 companies.
- In Norway, the sector accounted for around 10 per cent of manufacturing turnover and 11 per cent of manufacturing employment in 2010 (it is currently around 4% in Scotland).

DEFENCE IN AN INDEPENDENT SCOTLAND – FMQ EXTRACT ANNEX F

Scotland is currently short-changed on our contribution to defence. We can spend less than our current contribution and still secure what we need.

- **Scotland's Future** sets out how, focussing on a strong conventional defence footprint, an annual defence and security budget of £2.5 billion would:
 - deliver a £500 million dividend at 2016/17, when current UK defence plans, including spending on Trident, are projected to cost the Scottish taxpayer £3bn a year (Pages 206 + 473);
 - enable an increased conventional defence footprint, building to a total of 15,000 regular and 5,000 reserve personnel over the 10 years following independence (Page 237); and would
 - provide for significant investment in procurement, which can support key Scottish industries including the shipbuilding industry (Page 248).
- **The MoD** have finally admitted that Scotland would inherit a share of defence assets in the Scotland Analysis: Defence paper in Oct 2013 (Quote from Page 9): *"It is undisputed that, in the event of independence, negotiations would have to take place with the continuing UK on a whole range of matters, including on assets and liabilities."*
- **Dr Phillips O'Brien**, Director, Scottish Centre for War Studies, University of Glasgow (Scotland Tonight, 26 November 2013): *"So the original Scottish military will be based entirely, or almost entirely, on British military equipment, in very small amounts. Two frigates, only twelve fast jets, so you're really talking quite a small force. But what they're saying is we'll build slowly up to it in ten years and that does mean that that's financially achievable."*
- **Professor Malcolm Chalmers**, RUSI Journal article, 04 May 2014 *"The White Paper's recommendations on the overall size and orientation of the armed forces that Scotland might hope to acquire also appear to be reasonable (although the timetable is less so)."...* *"In terms of scale and affordability, this is a reasonable structure towards which Scotland could aim."*

Countries of a similar size have similar budgets and effective forces - so can Scotland.

- £2.5 billion equals 1.7% of Scotland's GDP (including geographic share of North Sea revenues).
- The UK Government [Scotland Analysis: Defence] has quoted the following figures for defence spending in comparable countries in 2012:
 - Denmark's defence budget was around £2.8 bn or 1.4% of GDP
 - Finland's defence budget was around £2.3 bn or 1.5% of GDP
 - Norway's defence budget was around £4.4 bn or 1.4% of GDP

Scotland has seen disproportionate cuts in defence personnel under the UK Government.

- Philip Hammond has misled people over scale of defence cuts in Scotland: Liam Fox told the House of Commons Scottish Affairs Committee on 7 June 2011: *“I am aware of the fact that between 2000 and 2010 the total UK reduction was 11.6%, but the reduction in Scotland was 27.9%.”* But these numbers were put to Philip Hammond on Tuesday October 8 2013 on Good Morning Scotland. He said: *“I would question those figures. They are simply not right.”*
- Since 2011 the MoD has made 11,100 armed forces personnel redundant. And on 23 January 2014 the Secretary of State for Defence announced a further 1,505 job losses (1,425 Army, 70 RAF and 10 Royal Navy). (Source: BBC news website, 23 January 2014)
- Nearly 10,000 jobs have been lost in Scottish MoD posts since 2000. Between 2000 and 2013 the defence footprint in Scotland fell disproportionately, with the loss of almost 38% of military and civilian MOD posts (9,340 posts in total). (Source: MoD Personnel Bulletin 2.03, 2013)

Scotland receives only 5.3% (by cost) of contracts exempt from EU procurement rules

- Directive 2009/81/EC sets EU rules procuring arms, munitions and war material (plus related works and services) for defence purposes, but also for the procurement of sensitive supplies, works and services for security purposes. It is tailored to the specificities of defence and security equipment and markets.
- On 21 January 2013, the Scotsman reported an FOI release indicating the proportion of MOD contracts exempt from EU regulations under Article 346 placed in Scotland. It reported that: *“Between 2007-08 and 2011-12, Scotland received £3.17 billion of work out of £60bn – a shortfall of about £1.9bn.”*

DEFENCE POLICY UNIT
27 June 2014

KEY BIOGRAPHIES

Sir Roger Carr, Chairman, BAE Systems



Appointed Chairman on 1 February 2014

Sir Roger Carr is Chairman of BAE Systems plc and Deputy Chairman and Senior Independent Director of the Court of the Bank of England. He is also a member of the Prime Minister's Business Advisory Group and a senior advisor to KKR – the world's largest private equity company. In addition, he is a Visiting Fellow of Saïd Business School, University of Oxford.

He has previously held a number of senior appointments including Chairman of Centrica plc (2004 – 2013), President of the Confederation of British Industry, Chairman of Cadbury plc, Chairman of Chubb plc, Chairman of Mitchells & Butlers plc, Chairman of Thames Water plc and Chief Executive of Williams plc.

Throughout his career he has served on a number of external committees including the Manufacturing Council of the CBI, The Higgs Committee on Corporate Governance and Business for New Europe. He is a fellow of the Royal Society for the Encouragement of the Arts, Manufacturers & Commerce, a Companion of the Institute of Management, and an Honorary Fellow of the Institute of Chartered Secretaries and Administrators.

He was knighted for Services to Business in the Queen's New Year's Honours list 2011.

Archie Bethel CBE, Chief Executive, Marine & Technology Division, Babcock International.



Archie Bethel became a Director on 1 May 2010. He joined the Group in January 2004. He is a Chartered Engineer and a Fellow of the Royal Academy of Engineering. He is also President of the Society of Maritime Industries and is a Lay Member of the Court of the University of Strathclyde. He is a former Vice President of the Institution of Mechanical Engineers. Time served on Board: 4 years.

Edward Lowe, Vice President, Defence Mission Systems UK (Thales UK)



Edward Lowe became Vice President of Defence Mission Systems, Thales UK on the 1 April 2013.

His career began in 1980 when he joined Racal and held a number of commercial, marketing and project roles. He was Export Sales Manager in the late 1980s, responsible for selling advanced electronic systems to many overseas customers. In 1990, he was appointed Commercial Director of the Radar and Electronic Warfare business unit and in 1995 took on the sales and marketing responsibility for the enlarged unit following the acquisition of the Thorn EMI defence business.

In 1999, he was appointed Commercial Director of the defence electronics interests of Racal, a position he held until the acquisition of Racal by Thales in 2000, when he assumed the position of Business Development Director for Thales UK. In 2006, he was appointed Managing Director of Thales's naval activities in the UK, and latterly his responsibilities expanded to include the company's military aerospace business.

Ed is married with three children. His interests include sailing, rowing and skiing.

Sir Peter Gershon Chairman, Aircraft Carrier Alliance – No picture available

Sir Peter Oliver Gershon KBE (born 10 January 1947) is a British businessman and former civil servant, currently Chairman of Tate & Lyle, Chairman of the National Grid and serves on a number of other Boards. He is chiefly known for conducting the Gershon Review in 2004/2005 which recommended savings across the UK's public services and for being an adviser to the Conservative Party during the run up to the 2010 General Election.

After graduating from Cambridge University with a First in Mathematics in 1969, he joined International Computers Limited and worked in the computer industry for seventeen years, before holding senior line managerial positions in the telecommunications industry between 1987 and 1994. In 1994 he was appointed the main board director of GEC plc, where he had responsibility for the company's worldwide defence business.

Sir Peter joined the Civil Service in April 2000 as the first Chief Executive of the Office of Government Commerce, where he was given a remit to implement a programme to reform the way the British government handles the annual budget of public procurement. In August 2003 he was invited to lead a major review of efficiency across the whole UK public sector by Prime Minister Tony Blair and Chancellor Gordon Brown. The Gershon Review was completed in 2004/2005 and was intended to lead to significant savings in public spending by 2007/2008.

Along with another former government adviser, Dr Martin Read, Gershon became a member of the Conservatives' Public Sector Productivity Advisory Board. In the run up to the 2010 General Election, this Board claimed that savings of £12 billion in spending could be collectively saved across all Government departments without affecting the quality of front line services. The body also claimed to have identified £6bn in efficiency savings which would allow the Conservatives to avoid the Labour Party's planned rises in National Insurance contributions in 2010.

He is married with three children. His hobbies include skiing, swimming, reading, travel and the theatre.

PS/Cabinet Secretary for Economy, Jobs and Fair Work

Further to my submission below, please find enclosed an FMQ brief for the UK Shipbuilding Strategy published today.

This will help to provide the Cabinet Secretary with supplementary information on the announcement.

Kind regards

[REDACTED]



UK ShipBuilding
Strategy - FMQ...

[REDACTED] | **Senior Policy Manager**

Manufacturing & Construction | Innovation, Investment & Industries Division | The Scottish Government

3rd Floor, Atlantic Quay | 150 Broomielaw | Glasgow | G2 8LU [REDACTED] | Mob [REDACTED]

From: [REDACTED]

Sent: 04 September 2017 14:57

To: Cabinet Secretary for Economy, Jobs and Fair Work

Cc: [REDACTED]

Subject: SUBMISSION: Briefing for Naming Ceremony of HMS Prince of Wales Aircraft Carrier - 8 September 2017

PS/Cabinet Secretary for Economy, Jobs and Fair Work

Please find enclosed, briefing for the Naming Ceremony of the HMS Prince of Wales Aircraft Carrier on 8 September 2017.

The organisers of this event, the Aircraft Carrier Alliance (ACA), have confirmed that an invitation will be sent out to you by post today. The ceremony is a ticketed event and all guests have been asked to ensure that they **bring their event invitation and photographic ID**, such as passport on the day.

As discussed earlier today with [REDACTED] the ACA require any vehicle registrations in advance of the engagement to ensure security clearance. Please advise and I can pass this information directly on to a contact within ACA.

Please let me know if you require anything further.

Kind regards





Briefing for
Naming Cerem...



Senior Policy Manager

Manufacturing & Construction | Innovation, Investment & Industries Division | The Scottish
Government

3rd Floor, Atlantic Quay | 150 Broomielaw | Glasgow | G2 8LU |  | Mob


ANNEX 5.1

What	<p>To attend the official Naming Ceremony for HMS Prince of Wales.</p> <p>You have no formal role and will be attending the event and reception as a spectator.</p>
Where	<p>Rosyth Business Park, Rosyth, Dunfermline, Fife, KY11 2YD.</p>
When	<p>8th September 2017.</p> <p>Outline running order provided by the Aircraft Carrier Alliance (ACA):</p> <ul style="list-style-type: none"> • 0800-0930 Registration • 0930 All guests asked to be onsite • 0800-1000 Refreshments • 1000-1030 Guests invited to take their seats • 1030 Event begins • 1300 Lunch reception • 1500 Event closes <p>All guests have been asked to ensure that they bring their event invitation and photographic ID, such as passport on the day.</p> <p>The dock will be on full lock-down from 09:30 to 13:30 and therefore, no guests will be able to enter or exit the site during this time.</p>
Key Message(s)	<ul style="list-style-type: none"> • Scotland is at the forefront of Defence Industry in the UK and has a shipbuilding capability the match of anywhere in the world. • We pledge to support shipbuilding and defence jobs in Scotland. • This programme has been a testament to the skills and capability of Scotland's Shipbuilding sector. • The Scottish Government recognises the skill and expertise that went into the design and engineering of this massive vessel and are immensely proud that the yards on the Clyde and at Rosyth could play such a pivotal role. • The people of Scotland are justly proud of our military tradition and the Service personnel, past and present, who have defended our freedom and way of life.
Who	<p>The Royals and UK Ministers in attendance include:</p> <ul style="list-style-type: none"> • His Royal Highness, The Prince Charles, Duke of Rothesay • Her Royal Highness, Camilla, Duchess of Rothesay • Rt Hon David Mundell MP, Secretary of State for Scotland

	<ul style="list-style-type: none"> • Harriett Baldwin MP, Parliamentary Under Secretary of State and Minister for Defence Procurement • Rt Hon Liam Fox MP, Secretary of State for International Trade and President of the Board of Trade • Nia Griffith MP, Shadow Secretary of State for Defence <p>The ACA have confirmed that around <u>250 VVIP/VIPs</u> in total will be in attendance.</p> <p>There will be senior figures from BAE Systems, Thales and Babcock International who all form the Aircraft Carrier Alliance along with the Ministry of Defence:</p> <ul style="list-style-type: none"> • [REDACTED] Vice Chairman • [REDACTED] Managing Director • [REDACTED] BAE Industrial Lead • [REDACTED] Thales Industrial Lead • [REDACTED] Babcock Industrial Lead • [REDACTED] MOD Acquisitions representative <p>There will be senior officers from both UK and Overseas Defence in attendance also.</p>
Why	To demonstrate the Scottish Government's support for the shipbuilding and defence industries in Scotland.
Supporting official (incl. mobile no.)	This high profile event is ticketed and only those who have been invited and allocated a ticket will be allowed to attend.
Briefing contents	<p>Annex A – Summary and Key Facts (Pg 3-6)</p> <p>Annex B – Invitation and Event Running Order (Pg 7-8)</p> <p>Annex C – Biographies (Pg 9-11)</p> <p>Annex D – QE Carrier Programme Background (Pg 12-14)</p> <p>Annex E – Defence Policy (Pg 15)</p> <p>Annex F – Shipbuilding Statistics (Pg 16)</p> <p>Annex G – Babcock International (Pg 17-18)</p>
Media Handling	<p>None arranged by SG. The ACA will have arranged media and press for this event.</p> <p>The ACA have confirmed that there will be no requirement for quotes or media engagement.</p>
Specific entrance for Ministerial car/parking arrangements	<p>There will be stewards onsite to direct vehicles on arrival to the William Rankine Building which has been allocated for use as a VIP car park and registration point.</p> <p>The ACA have asked for guests to confirm their vehicle registration details before the day to ensure no issues during security clearance on entering the site.</p>

	<p>A shuttle bus will transfer guests between this building and the event area.</p>
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SUMMARY / TOP LINES

- Scotland is at the forefront of Defence Industry in the UK and has a shipbuilding capability the match of anywhere in the world.
- We pledge to support shipbuilding and defence jobs in Scotland.
- This programme has been a testament to the skills and capability of Scotland's Shipbuilding sector.
- The Scottish Government recognises the skill and expertise that went into the design and engineering of this massive vessel and are immensely proud that the yards on the Clyde and at Rosyth could play such a pivotal role.
- The people of Scotland are justly proud of our military tradition and the Service personnel, past and present, who have defended our freedom and way of life.

FACTS AND FIGURES

HMS Prince of Wales

- The Prince of Wales will be the second, and final planned Queen Elizabeth (QE) Class Aircraft Carrier.
- While the UK Government Strategic Defence and Security Review (SDSR) of 2010 recommended that the UK needed only one operational aircraft carrier, penalty clauses in the contract meant that cancelling the second vessel would be more expensive than building it.
- The UK Government therefore decided that the second carrier should be built and the current intention is for the Prince of Wales to be constructed and then held in "extended readiness".

Naming Ceremony

- The Naming Ceremony is a naval tradition which dates back centuries and combines a celebration and solemn blessing. The purpose of the Ceremony is to officially name the QE Class aircraft carrier.

QE Class Aircraft Carriers

- 2 ships in construction (HMS Queen Elizabeth and HMS Prince of Wales) at a total estimated cost of £6.2bn (initial project cost £3.65bn).
- The HMS Queen Elizabeth was named on 4 July 2014 by Her Majesty Queen Elizabeth II. **The then First Minister of Scotland, Alex Salmond attended this event as a spectator.**

- The QE Class aircraft carriers are the biggest warships ever built for the Royal Navy – deployable across the globe to serve the United Kingdom on operations for 50 years. They are the most capable and powerful surface warships ever constructed in the UK.
- Each ship will have a length of 280 metres, a deck level of 70 metres, a height of 56 metres, a draft of 11 metres and a range of 10,000 nautical miles.
- Each 65,000 tonne aircraft carrier will provide the armed forces with a four acre military operating base, which can be deployed worldwide.
- Initially, 679 personnel will crew each ship. Once commissioned, the full complement of crew will rise to 1,600.
- Scottish Enterprise have invested c.£190k in various organisational training and development initiatives to support the QE Class aircraft carrier project.
- All parts of the Armed Forces, international partners and UK businesses across the country are involved in building the nation's future flagships.
- Both ships will be versatile enough to be used for operations ranging from supporting war efforts to providing humanitarian aid and disaster relief.
- While work continues on the HMS Prince of Wales at Rosyth, HMS Queen Elizabeth has been undergoing sea trials since leaving the Scottish dockyard in June and entered her new home in Portsmouth for the first time in August 2017.
- The ships will act as a rapidly deployable sovereign base to deliver expeditionary air operations at a time and place of the UK's choosing, but will also be highly capable and versatile vessels which will deliver a high profile and coercive presence worldwide to support peace-keeping, conflict prevention and other strategic aims.
- While the precise mix of aircraft boarded will be dependent on the mission, the carriers have the capacity to embark a maximum of 36 F-35B Lightning II stealth aircraft and four Crowsnest AEW helicopters. Alternatively, they can also carry up to 12 Chinook or Merlin helicopters, and eight Apache attack helicopters enabling the QE Class to support a broad range of operations.

The Construction and the Workforce

- There are 3,000 people in Rosyth, with another 8,000 people working at sites around the country working on the QE Class project.
- The QE Class carriers have been constructed with specialised equipment such as a unique crane, standing 68 metres tall and stretching 120 metres across, that was commissioned just for this project.
- There were six UK shipyards involved in the construction of the QE Class carriers because no single yard was large enough to build the ship in its entirety.

- The supply chain network for the carriers include hundreds of companies around the UK. The jobs created and the effort going into this new UK built icon are unprecedented for a single project in the 21st century.
- The engineers, naval architects and designers working on the programme are some of the most highly skilled from UK industry with an excellent track record of delivering state of the art warships to the Royal Navy and other foreign navies.
- The primary ship building facilities used to build the aircraft carriers were based in Glasgow, Appledore in Devon, Hebburn in Tyneside, Birkenhead in Merseyside, Portsmouth and Rosyth in Fife where the blocks for both ships have been brought together.
- For the Queen Elizabeth, ACA has placed a number of sub-contracts directly with Scottish-based companies, totalling c.£300 million across 21 suppliers. The Alliance has also stated that to the end of January 2016, the MOD had paid around £3.462 billion to BAE Systems on the Clyde (c.£2.073 billion) and to Babcock at Rosyth (c.£1.389 billion) on the QE carrier programme.

Aircraft Carrier Alliance

- The QE Class aircraft carriers are being delivered by the ACA.
- Aircraft Carrier Team was formed in 2003, comprising Thales UK, BAE Systems and the Ministry of Defence. Babcock International and VT Group later joined in 2005, creating the Aircraft Carrier Alliance.
- Since then, VT Group sold its ship building operation to BAE Systems and the remaining support and training part of the business was bought out by Babcock resulting in three industry members of the ACA.

Babcock International

- Babcock is one of four members of ACA and is responsible for the assembly and over 50% of the detailed design of the QE Class aircraft carriers.
- Babcock draws on skills in ship design, modern modular construction techniques and through-life support. Key activities include CAD-based modelling, design and development work, the manufacture of the bow section and a number of upper blocks and whole ship assembly at Babcock's facilities in Rosyth.
- The Carrier programme is worth over £1 billion to Babcock

F-35B Lightning II

- The QE Class carriers will be the new home for the UK's F-35B aircraft – the world's first supersonic STOVL (Short Take Off and Vertical Landing) aircraft.
- With a complement of F35B Lightning II aircraft, the QE Class aircraft carriers will be the centre piece of UK military capability and will be versatile enough to be used for operations ranging from supporting war efforts to providing humanitarian aid and disaster relief.

FMQ and Negative Press

- During the FMQ session on 29 June 2017, the following exchange took place in relation to the aircraft carrier programme:

Murdo Fraser (Mid Scotland and Fife) (Con): This week, we saw the Royal Navy's largest ever warship, the Queen Elizabeth, leave the dock at Rosyth to commence sea trials in the Forth and the North Sea. Will the First Minister join me in paying tribute to the workforce at Rosyth for the completion of that magnificent piece of Scottish engineering, and in wishing wish them well as they go on to complete the Queen Elizabeth's sister ship, the Prince of Wales?

The First Minister: Yes, I will. I commend all those at Rosyth and elsewhere in Scotland who have contributed to the construction of the Queen Elizabeth. I thank them for their efforts and wish them well as they move on to their next assignment, so I have no difficulty, for once, in agreeing with Murdo Fraser.

- Following the session, a press article was published on 30 June 2017 commenting on the lack of Scottish Government praise to the programme with a comment from Murdo Fraser:

Mr Fraser said last night: "It's very disappointing that it took a direct question in the Scottish Parliament to get any kind of acknowledgement from the First Minister about the importance of this project.

"Normally SNP ministers are desperate to associate themselves with engineering projects in Scotland. But when it comes to a major investment for the whole UK, they simply don't want to know."

INVITATION

- The First Minister was originally invited to this event. Due to a conflict of diary commitments, she is unable to attend. Through a discussion with FM, you agreed to attend this engagement to represent the Scottish Government.
- **The Aircraft Carrier Alliance have issued an invite to you by post (confirmed 4 Sept 2017). Please bring this along with you on the day of the event.**

EVENT RUNNING ORDER AND GUEST INFORMATION

Date	Friday 8 September 2017	
Location	Rosyth Dockyard, Rosyth, Dunfermline, Fife, KY11 2YD	
Event	The Naming Ceremony is a naval tradition dating back thousands of years and combines a celebration and a solemn blessing. The purpose of the ceremony is to officially name the ship. The ship will remain in dry dock during the ceremony.	
Sponsor	HRH The Duchess of Rothesay is the Ship's Sponsor and will name the ship.	
Timings	0800-0930	Registration
	0930	All guests asked to be onsite
	0800-1000	Refreshments
	1000-1030	Guests invited to take their seats
	1030	Event begins
	1300	Lunch reception
	1500	Event closes
Invitations	Site capacity is extremely restricted therefore unless partners, assistants or staff have personally received an invitation they will not be able to attend the event. Please note that invitations are non-transferable.	
Transport	If you have your own transport or are making other arrangements, there will be stewards onsite to direct vehicles to the William Rankine Building which has been allocated for use as a VIP car park and registration point. A shuttle bus will transfer guests between this building and the event area.	
Registration	Registration for all guests will take place at the William Rankine Building. All guests are required to go through formal security checks. We ask guests to ensure that they bring their event invitation and photographic ID, such as passport on the day. On receipt of these, guests will be issued an event pass.	
	Registration starts at 0800 and finishes at 0930. Please be aware that there will be no access to the site after this time.	

No weapons, large bags or backpacks will be permitted. Personal cameras will be allowed on the day.

Luggage

A cloakroom facility will be provided at the William Rankine Building for luggage. Belongings can be stored and collected after the event. Changing facilities will also be available.

Reception

Following conclusion of the ceremony, a buffet lunch will be hosted onsite for all VIP and VVIP guests. This will be an informal lunch giving guests the opportunity to depart at their leisure.

Dress Code

Her Royal Highness will wear hat and gloves throughout. Ladies are advised that the wearing of hats is a matter of personal choice and no offence will be caused if they are not worn. Gentlemen should wear lounge suits.

Military guests are advised that the dress code will be Rig 1B (Reefer Jacket with Medals, no swords).

Rosyth Dockyard is an industrial site therefore sensible shoes are recommended.

Etiquette

If you know that you are to be presented to Their Royal Highnesses the correct form is as follows;

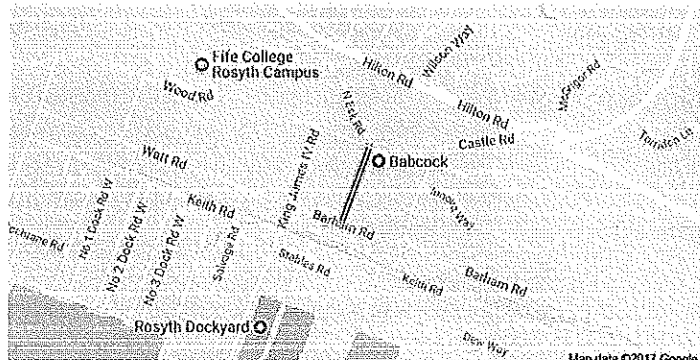
A simple bow from the neck is appreciated; although some ladies may prefer to make a small curtsy.

The Duchess of Rothesay is addressed in the first instance as Your Royal Highness and thereafter as Ma'am (pronounced as in ham and not as in harm).

The Duke of Rothesay is addressed as Your Royal Highness in the first instance and thereafter as Sir.

Whilst the foregoing is the correct form, tongues often get tied on such occasions and the use of Ma'am or Sir throughout will not cause offence.

Registration area highlighted on map:



BIOGRAPHIES

THE ROYALS



His Royal Highness, Prince Charles, Duke of Rothesay.

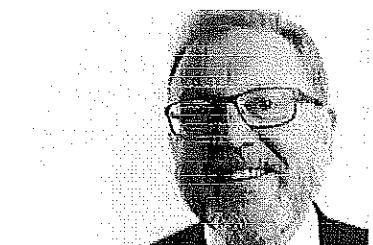
The Prince of Wales, eldest son of The Queen and Prince Philip, Duke of Edinburgh.



Her Royal Highness, Camilla, Duchess of Rothesay.

On 9th April 2005 The Prince of Wales and The Duchess of Rothesay married at the Guildhall in Windsor in a civil ceremony.

UK MINISTERS



The Rt Hon David Mundell MP, Secretary of State for Scotland

David Mundell was appointed Secretary of State for Scotland in May 2015. He was elected as the Conservative MP for Dumfriesshire, Clydesdale and Tweeddale in May 2005. David was elected to the Scottish Parliament in 1999 and 2003 as a list MSP for the South of Scotland. After being elected as MP for Dumfriesshire, Clydesdale and Tweeddale in 2005, he was made Shadow Secretary of State for Scotland and a member of David Cameron's Shadow Cabinet.



Harriett Baldwin MP, Parliamentary Under Secretary of State and Minister for Defence Procurement

Harriett Baldwin was appointed as Parliamentary Under Secretary of State at the Ministry of Defence on 17 July 2016. She was elected as the MP for West Worcestershire in May 2010, where she has lived since 2006. Harriett served as Economic Secretary to the Treasury (City Minister) from May 2015 until July 2016.