

[News story: Multi-billion pound defence deal secures thousands of UK jobs](#)

Manufacture of the first three of these new highly capable warships will secure approximately 1700 skilled shipbuilding jobs in Scotland and 1700 jobs throughout the supply chain across Britain until 2035.

Defence Secretary, Sir Michael Fallon said:

The Type 26 Frigate is a cutting-edge warship, combining the expertise of the British shipbuilding industry with the excellence of the Royal Navy. We will cut steel on the first ship later this month – a hugely significant milestone that delivers on our commitment to maintain our global naval power. These ships will be a force to be reckoned with, there to protect our powerful new carriers and helping keep British interests safe across the world.

Backed by a rising defence budget and a £178bn Equipment Plan, the Type 26 programme will bring vast economic benefits to Scotland and the wider UK. The contract is structured to ensure value for taxpayers' money and, importantly, now designed to protect them from extra bills from project overrun. The investment will secure hundreds of skilled jobs at BAE Systems on the Clyde for the next twenty years, and thousands of jobs in the supply chain across Britain.

Type 26 Global Combat Ship

A highly capable multi mission warship optimised for Anti-Submarine Warfare and designed to deliver the full range of complex combat operations and contribute to global security.



Range
In excess of
7000 nautical miles



Speed
26+ knots



Beam
20.8 metres



Crew
157



Accommodation
Up to 208,
including Embarked Forces



Propulsion
2 electric motors
4 high speed diesel generators
1 gas turbine



Flexible mission bay
Space for 10 x 20ft
ISO containers
or boats and
unmanned vehicles



Flight deck
Capable of landing
a Chinook helicopter



The Royal Navy's new Type 26 frigate.

These world-class warships will protect the nation's nuclear deterrent and the Royal Navy's new aircraft carriers, the first of which, HMS Queen Elizabeth, has recently taken to sea for the first time. The ships specialise in anti-submarine warfare, protecting the UK's overseas territories and interests across the globe. The flexible design will allow the capabilities to be adapted throughout its lifespan to counter future threats.

The deal also reaffirms the commitment made by the Government in the 2015 Strategic Defence and Security Review (SDSR15) to build eight Type 26 ships. The contract for the second batch of five ships is expected to be negotiated in the early 2020s, paving the way to sustain further jobs in Scotland and across the wider supply chain for many years to come. The Type 26 programme will secure the long term future of the Scottish shipbuilding industry.

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

For an island nation, dependent on maritime trade, a strong Royal Navy is essential for our national security and economic prosperity. Today there are over 500 submarines in the world operated by 40 navies. As one of the quietest and most potent submarine-hunters of any Navy, the Type 26 will have a crucial role to play to protect the nuclear deterrent and our two new aircraft carriers.

Although designed to fight and win in the most demanding scenarios, they will also work alongside our international partners to protect and promote the United Kingdom's interests around the world.



A Computer Generated Image of the Royal Navy's new Type 26 frigate.

The Type 26 will be the most advanced anti-submarine warfare ship in its class around the world. The MOD is exploring potential export opportunities where there is strong interest from international customers.

The contract is specifically structured to motivate both sides to deliver to a successful outcome where both parties share in the pain and gain in the delivery of the programme. This will deliver better value for money for the UK taxpayer.

The MOD spent £1.5 billion with Scottish businesses last year and supports 9,700 jobs across Scotland. The Royal Navy's new Queen Elizabeth Carriers are being built in Rosyth and the new Offshore Patrol Vessels are under construction in Govan and Scotstoun ahead of this summer's Type 26 Frigate steel cut.

Government “trying to cover up” new NHS cuts – Ashworth

Jonathan Ashworth, Labour’s Shadow Health Secretary, has today accused Health Secretary Jeremy Hunt of “trying to cover up” a new round of NHS cuts, which include closing wards and services, extending waiting times and stopping treatments.

The NHS Capped Expenditure Process involves hundreds of millions of pounds of reductions to local health economies, but Government Ministers have so far refused to comment on the proposals.

**Jonathan Ashworth
said:**

“I’ve today written to Health Secretary Jeremy Hunt asking a raft of questions and outlining in no uncertain terms the major concern that Labour has regarding hundreds of millions of pounds of cuts to local health budgets.

“The process has been going on since at least April but so far there has been no announcement from the Health Secretary, his Ministers or the Department for Health. There is an astonishing lack of transparency around this whole process.

“Across the country patients and their families are living in fear that local services they rely on will be cut back to plug black hole which this government has created.

“This government wants to give the impression that this is for NHS managers to sort out and wash their hands of a process which involves hundreds of millions of pounds of public money. This is an unacceptable abdication of responsibilities to patients and the public and gives the impression of trying to cover up this new round of NHS cuts.”

Weekly Road Report – West End Ward

#dundeewestend



DUNDEE CITY COUNCIL – WEEKLY ROAD REPORT

REPORT FOR WEST END WARD – SUNDAY 2 JULY 2017

Westfield Place (at Perth Road) – closed on Sunday 2 July for Virgin Media duct repair.

REPORT FOR WEST END WARD – WEEK COMMENCING MONDAY 3 JULY 2017

Riverside Esplanade/Riverside Drive (Tay Road Bridge off ramp to 75m along Riverside Drive) – westbound nearside lane closure for 22 weeks to facilitate V&A construction works.

SSE Glenagnes Cable Renewal – Lochee Road lane restrictions and closures on Blinshall Street, Fleuchar Street and Scott Street for 7 weeks.

A85 Riverside Drive – prohibition of right turn from westbound lane of Riverside Drive into Riverside approach and prohibition of right turn from Riverside Approach into Riverside Drive for 23 weeks for works to the sea wall. Prohibitions will only be in place when required.

Perth Road (at River Crescent) – temporary traffic lights for up to one week for sewer remedial works.

Ancrum Road (Charleston Drive to Logie Street) – closed from Monday 3 July for 3 weeks for carriageway resurfacing works.

Riverside Drive (Rail Bridge to Tesco) – off peak eastbound nearside lane closure on Tuesday 4 July for crane operations.

Forthcoming Roadworks

Glamis Road (Blackness Road South for approx. 100m) – closed southbound from Monday 17 July for 5 days for installation of pedestrian refuge island.

Perth Road (Hawkhill to Roseangle) – closed from Monday 24 July for 4 weeks for carriageway resurfacing.

Chinese aircraft carrier formation to visit Hong Kong

A Chinese naval formation including aircraft carrier Liaoning will visit Hong

Kong Special Administrative Region (HKSAR) in early July in celebration of the 20th anniversary of the People's Liberation Army (PLA) being stationed in HKSAR.

Liang Yang, spokesperson for the PLA Navy, said Sunday that the flotilla will also consist of guided-missile destroyers, missile frigates, J-15 fighter jets, and helicopters.

Officers and soldiers will attend various exchanges and activities with Hong Kong residents and the PLA Garrison in the HKSAR, and the warships will be open for the public to visit, Liang said.

The visit will help increase Hong Kong residents' understanding of achievements made in national defense and army building, especially naval building, Liang said.

The PLA Hong Kong Garrison has been responsible for the defense of Hong Kong since its return to the motherland in 1997.

[How can I make a difference to the green agenda?](#)

A young constituent graduate came to see me to ask how the government and I can guarantee that we will look after the environment. He sought the usual assurances which I could give that all EU environment laws will be translated into UK law by the Brexit Act. Thereafter improvements will be made only following extensive Parliamentary debate and votes. He also wanted to know what the government was doing about transport and power generation, as he feared the emissions from these sources.

I explained that the government has undertaken a substantial programme of coal fired power station closures and has intervened heavily in the market to get more wind power and new nuclear. This will of course entail dearer electricity, which transfers energy using industry to other countries at our expense. I myself think we need to combine better fuel saving with cheaper power to help create and sustain industrial and agricultural jobs here in the UK. The government is currently proposing legislation to facilitate more electric cars, is promoting electric and intelligent technology for vehicles, and wants the UK to be a leader in green technology businesses. I would also like us to make more of our own goods and grow more of our own fruit, vegetables and flowers around the year.

He was still concerned and wanted to know what he could personally do. I suggested as a graduate chemist with a current job in an engineering business he should see if he could join or set up a green business that supplies us with things we want. The way to conserve fuel is to sell a range of products

and services to us to cut fuel use in our homes. It is to promote fuel saving components in our vehicles, and to concentrate on reducing dirty emissions which are causing air pollution. Much green development is commonsense. I want a more fuel efficient car. I want a better insulated home. I want a more fuel efficient boiler. I welcome fuel saving appliances as long as they work well. There is much more we can do within existing technology, and scope for many more technical advances.

This was not the answer he was expecting. He said he had more in mind campaigning for a greener world. I said I did not think we were short of politicians and green campaigners urging us to use less fuel. I thought what we were short of was practical business people helping us in our homes and cars to save energy and cut our bills. Anyone with a business model that could do that would help customers and save the planet at the same time. I did point out the one big thing as a politician I am trying to do to protect some of our green environment is to promote new trains and signals that would give us a big expansion of train capacity without having to build new train lines. The danger of some green legislation is it can drive energy using business offshore and raise our cost of living without achieving at global level the stated aim of the policy. We want smart energy use, not dearer energy.