

# Book launch – how great parties can be destroyed by close association with the EU project

At the launch of “We don’t believe you” yesterday I stressed the way most Christian Democrat and Social democrat parties on the continent have ceased to be serious challengers for power, giving way to new parties that are usually more critical of the EU scheme, of austerity economics, the Euro, migration and benefit policies, dear energy and the rest. I pointed out how Conservative and Labour detached themselves from decline and fall on the continental model in the 2017 General election, achieving 82.4% of the vote between them.

More recently with the Conservative government delaying Brexit and Labour going towards a second referendum and dumping Brexit altogether, they have slumped to just 56% together in the local elections, with worse polls for the European elections so far. The message is clear – leave the EU quickly and popularity is likely to return, stay in and get sucked into the continental turning away from traditional parties.

“We don’t believe you” available on AMAZON

The price is paperback £6.99; kindle £4.99.

The links to the book to buy online:

Paperback version:

ISBN-10: 1095254952

ISBN-13: 978-1095254950

Kindle version:

ASIN: B07QYBK9SZ

On Amazon:

[https://www.amazon.co.uk/Dont-Believe-You-Establishment-Differently/dp/1095254952/ref=sr\\_1\\_1?keywords=we+don%27t+believe+you&qid=1556687292&s=gateway&sr=8-1](https://www.amazon.co.uk/Dont-Believe-You-Establishment-Differently/dp/1095254952/ref=sr_1_1?keywords=we+don%27t+believe+you&qid=1556687292&s=gateway&sr=8-1)

On Bite-Sized Books website:

[We Don't Believe You](#)

The book has chapters on military intervention, austerity economics, Brexit, the collapse of the Social Democrats and Christian Democrats as governing

parties in most of the EU, the clash between social media and conventional media, the way some large businesses side with big government to the annoyance of their customers, political correctness, large scale migration and the difficulties caused by the Euro.

"We don't believe you Why Populists reject the establishment" Bite-sized books Available through Amazon

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## [Presentation of Post Office petition](#)

I presented the Wokingham petition against Post Office closure to the Minister on Tuesday. She promised to share it with the Post Office management. She plans to meet them next week.

She listened carefully to the case I set out about the growth of Wokingham, the extent of demand for counter services already and the likely increases, and the worries that the WH Smith provision will not be sufficient or easy to access. I stressed that we had both lobbied about the decision in principle to move and about the nature of the replacement service proposed. I explained that opposition is widespread and people do not think the management has been listening to them over their concerns.

I will keep you posted when I hear of what happened in the Minister's meeting with senior management, and will post the Minister's response to my meeting when it is available.

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## [My letter to the Attorney General about the delay Brexit Withdrawal Agreement](#)

Given the government's difficulty in replying to this, I am re issuing it and encourage all to circulate it more widely. The conventional media refuse to ask these questions of the government and supporters of the Agreement.

Dear Geoffrey

Let me have another go at getting a reply from you concerning the way the Withdrawal Agreement stops us leaving the EU. Would you kindly confirm

1. If we sign this Treaty we will be locked into the EU and have to obey all

its rules and pay all the bills it sends us for a period of at least 21 months, and probably for 45 months if we have not surrendered further to reach an exit agreement at the 21 month stage. This would mean remaining in the EU for at least 5 years from the decision to leave and probably for 7 years. The EU would be able to legislate and spend against UK interests during this period, whilst we would have no vote or voice in the matter.

2. In order to “leave” in your terms at the 5 to 7 year stage the UK will need to stay in the customs union and accept all single market rules and laws, unless the EU relented over the alleged Irish border issue. 3 years on and the EU has given no ground on the made up border issue, so why would they over the next two years? Isn't the most likely outcome we would remain in the single market and customs union contrary to the government promise leaving meant leaving them in its referendum literature ?

3. After the 45 month period fully in the EU, the UK still would face financial obligations under the Withdrawal Treaty. The bills will be decided by the EU and we will have to pay them. Any attempt to query them would be adjudicated by the EU's own court! The longer we stay in the more the future bills are likely to be. The £39 bn figure is likely to be a considerable underestimate.

4 The Treaty creates a category of super citizen in the UK. EU nationals living in the UK when we “leave” the EU will have their access to benefits guaranteed in a way the rest of us do not for their entire lifetimes. So we will not be taking back control of our benefit system.

I am also concerned about a number of Articles in the draft Treaty that expressly extend EU powers and jurisdiction for a further 4 to 8 years beyond our departure date after the 21 to 45 month delay.

Article 3 asserts EU legal jurisdiction over Gibraltar and British overseas territories in general terms, where disputes about the extent of EU control would fall via the Agreement under the European Court of justice.

Article 5 reintroduces the powers of the European Court and enforces “sincere co-operation ” on us as they do not want us impeding their plans for economic, monetary and political union.

Article 31 imposes social security co-ordination on us.

Article 39 gives special protection to EU citizens currently living in the UK from changes to social security for the whole of their lives, protection which the rest of us do not enjoy.

Article 51 applies parts of the VAT regime for an additional 5 years after the long transition envisaged in the Treaty

Articles 92-3 imposes the EU state aids regime on the UK for 4 years beyond transition

Article 95 imposes binding decisions by EU quangos and bodies for 4 years beyond transition

Article 99 requires us to pay for access to records to handle issues over indirect tax where the EU keeps powers for 4 years beyond transition

Article 127 applies the whole panoply of EU law throughout transition, including the right to legislate any way they wish against our interests and enforce it on us via the ECJ

Article 130 prevents us taking back control of our fish any time soon. Doubtless more of our fishing rights would be given away trying to get an exit deal.

Article 135 allows them to send extra bills up to the end of 2028

Article 140 imposes on us financial liabilities up to December 2020 and carry over into 2021

Articles 144 and 150 prevent us getting back accumulated reserves and profits from our European Investment Fund and EIB shareholdings

Article 143 imposes adverse conditions on us over pension and loan liabilities of the Union

Article 155 requires us to make continuing payments to Turkey under an EU programme after we have left

Article 158 gives the European Court continuing power for 8 years after transition

Article 164 makes a Joint Committee an effective legislator and government over us

Article 168, the exclusivity clause, denies us access to normal international law remedies in the event of disputes. Presumably this closes off use of the Vienna Convention to renounce an onerous Treaty where there has been a material change of circumstances.

Article 174 requires any arbitration to be governed by ECJ judgements on the application of law in disputes

The Protocol on Northern Ireland will require us to stay in the Customs Union with regulatory and legal alignment with the single market, or split off a separate place called UK (NI) which will be governed differently to the rest of the UK on an island of Ireland basis.

There is much more I could object to. This is no Treaty to take back control, no Treaty for a newly independent nation. It does not quantify the financial liabilities, which are open ended and could be much larger than the low field £39bn Treasury estimate. We have little power to abate the bills and no power to abort the bills. It would probably result even in failure to take back control of our fishing grounds.

Mrs May needs to go back to the EU and explain why the UK people and Parliament have opposed this Treaty, and ask them to think again if they want an agreement before we leave. She needs to make it clear we now intend to leave without signing the Withdrawal Agreement prior to the European Parliamentary elections.

Yours

John Redwood

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[Evidence to the Williams railway](#)

# review

This week I met the Williams rail review team and gave them some analysis and proposals for improving the railway. They are reviewing the current system and will be offering policy proposals to the government. I will send them a formal written follow up.

## General aims

The prime aim of the railways should be to provide safe and reliable transport for people and goods in the UK.

The Review needs to consider how we can improve the traveller's experience, placing the customer at the heart of railway reform and improvement. Any structural changes proposed should be ones that will promote improved travel for customers. Greater choice is likely to be a guiding principle to ensure a better passenger experience. This in turn will require more capacity at popular times on popular routes. Punctuality and reliability are crucial to passenger satisfaction.

## Capacity

The railway is most useful for commuters and peak time business users wishing to get to work and back at times when the roads are congested, and seeking to travel long distance in a timely way. These essential trips are the ones most liable to shortage of capacity and shortage of choice of trains to meet the requirement.

The industry typically runs just 20 trains an hour on any given stretch of track. On main routes into large cities this can mean just two or three trains an hour when we could do with a multiple of that from any given station along the route. In my case there are only 6 trains between 7 and 9 in the morning to Waterloo from Wokingham, a popular route where more choice and capacity would be welcome.

The railway needs to speed up the introduction of digital signalling to give full system visibility of where every train is, with feedback to each train to ensure no collisions. The railway accepts this could lead to a 25% increase in capacity. In due course it may provide a 50% increase in capacity. The London underground can now manage 30 trains an hour on modernised lines. Effective capacity could also be improved by selective investment in short additional sections of track to allow more overtaking. All too often a fast limited stop train gets caught behind a slow stopper, disrupting timetables. This will be a much cheaper option than building new long haul railway lines. It will also boost network safety.

## Home to work, home to holiday travel

Travellers want to know the time it takes to do their whole journey, not just the time from one station near departure to one station near destination. We also want to know how easy or difficult getting to and from the station is

going to be. The railway industry has to work with Highway authorities, car parking businesses, bus and taxi firms on total journey times, costs and hassle.

Station car parking needs to be cheaper, more plentiful and easier to get to. Highways authorities often do few favours to stations, delaying access to station car parks by restricted road space, aggressive lights, unhelpful one way systems and limited road space on the main feeder roads. This puts off potential train users who may find it cheaper and faster to head away from the town centre where the station lies to get directly onto the motorway and trunk road system to do the whole journey by road.

Bus services need to be more easily accessible for travellers visiting new places. The train companies could make information available on trains about the main public transport options at each station for those needing advice. It is time there are display screens in carriages with more journey and connection information for those interested, with an option of interactive service on a traveller's phone or tablet. They should also offer real time information about the journey and estimated arrival times, to allow re scheduling of your day where a train is running late. For tourist and leisure travellers there could be more information available about the places being passed and visited.

(to be continued)

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## [My letter to the Attorney General about the draft "Withdrawal" Treaty](#)

The Attorney General raised with me the question of a reply to my letter when I bumped into him in Parliament this week. He wanted to tell me they are planning a reply. He also said that as my letter raises policy issues as well as legal ones it might be the Brexit Secretary who replies. It was clearly on his mind as I did not raise the matter.

I said I did not mind who replied on behalf of the government. I take the long delay in replying to mean the government is finding it difficult to answer my points in a way which puts a better gloss on the "Delay our exit and take away our powers" Agreement we are talking about. The more people who read the critique of the Agreement the better.