

From: ROBIN WHITTAKER
Sent: 22 December 2015 15:41
To: Shaw Secretariat
Subject: Shaw Report Scoping Study

Dear Madam or Sir,

Thank you for producing a very thorough document. The undersigned represents the Transport Salaried Staffs Association (TSSA), Anglia No 1 Branch, and I have been asked to file a response with you by the deadline.

The position of the TSSA is that re-nationalization in some form or another is desirable to avoid the on-costs of fragmentation. This has been reasserted at numerous Annual Delegate Conferences of TSSA. Given that fragmentation enhances union negotiating power, the fact that the unions argue for re-nationalization is in itself an index of the frustration generated by a fragmented structure.

Railways work in real time not lawyers time.

The original proposals for the present fragmented structure came from Daniel OVERBEY [a student economist with zero railway operating experience] Railroads the Free Enterprise Alternative WESTPORT Conn, Quorum Books (1982). The Swedish story which followed, is narrated in Banverket 1988-2010 Sveriges Jaervaegsmuseum, and had as an objective the facilitating of Passenger Transport Executives at county level throughout the country. Swedish geographical units are generally far larger than those in the U.K. in terms of area. The other tacit objective was to allow major freight forwarders such as the nationalized LKAB iron ore quarries to run their own trains and avoid paying large sums of money for carriage to the Norwegians. The structure has worked to date because the Swedes have been prepared to throw large sums of money at the system and ignore depreciation, with the result that there is now a maintenance backlog.

Anglia No 1 Branch will no doubt discuss this document at our next meeting in the New Year.

Yours faithfully

Robin Whittaker
Deputy Branch Chairman Anglia No 1 Branch TSSA