

MARITIME CHANGE PROGRAMME Q&A FOLLOWING BRIEFING SESSIONS AT FASLANE, DEVONPORT AND PORTSMOUTH 2009.

Ref.	Q&A Session & SME POC	Subject area	Question	Answer
1	Faslane CNR	SM recruiting	Will recruiting for Submariners be concentrated in the north of England as a result of Faslane becoming the Centre of Specialisation for Submariners?	Recruiting for the Submarine Service remains a high priority for CNR whose recruiting campaign is targeting all areas of the UK and will continue to do so for the immediate future.
2	Faslane Fleet-FOST	Training	With MCP will Devnuscot/ Devmat be moved to Faslane – if so is this cost effective?	No decisions have yet been made yet on the future of this facility. However, the Future Training Facility at Faslane will be designed for the future requirements of SM training. The intention is to move Devnuscot to Faslane and allowance has been made within the equipment move budget to achieve this. The A T class Manoeuvring Room Trainer (MRT) will be moved to Faslane, whether this is Devmat or the trainer in SULTAN is yet to be decided. It is assessed that both areas are affordable.
3	Faslane Fleet-FOST	Training	Will the whole of the SM school move to Faslane from HMS RALEIGH?	The intention is to pursue a pragmatic migration strategy. This means that only the minimum training equipments to support future submarine training will be moved north. This requirement is being established and will be developed alongside future equipment introduction and developments in training media.
4	Faslane Fleet-FOST	Training	How are the issues of lack of sea training for submariners being addressed?	RASM is looking into the feasibility of a SM becoming a training platform. This is likely to be a short term measure to address the lack of operational SSNs. Additionally the current rules regarding the number of trainees allowed at sea on a SM are being reviewed, this couples with WMOs working closely with Coxn's to identify training places will help drive down the number awaiting sea phase of SMQ.
5	Faslane Fleet-FOST	Training	Is there any plan to improve the training facilities in Faslane for the Sandown's? Do we now have an opportunity to address the Sandown training alongside?	This subject has been raised with Fleet ACOS(T) who confirm that there is no plan currently to develop or install SANDOWN training facilities in Faslane. This is not an area included within the MCP.
6	Faslane & Portsmouth	Training	If the NSG moves to Faslane, will that include the move of the Professor and	No decision has been made formally on NSG. However, should it move to Faslane then academic staff working from Strathclyde University would be an option to be investigated.

	Fleet-FOST		team? Will the Nuclear Systems Group and Nuclear Department move north to Faslane?	The current plan within DTR is that the NSG will move to St Athan in 2019 and the Nuclear Department to Shrivvenham in 2011. FOST is assessing submarine training as a whole taking into account the requirements of various projects such as DTR, MCP, FOAP and FOST D(N)'s Future Submarine Training Capability.
7	Portsmouth Fleet-FOST	Training	How will the continuation training be managed as the T Boats move north to Faslane	The question of continuation training for the T Boats is being addressed through the MCP project along with other aspects of submarine training. Development work will be taking into consideration other on-going projects and studies such as DTR, Fleet Outsourced Activity Programme (FOAP), and FOST Future Submarine Training Capability.
8	Faslane DACOS UW	T Boats	How long will it be before the T Boats pay off after they have been moved to Faslane and what happens to the T class after they pay off?	Approximately 6 years after the planned T Boat move dates; HMS TRENCHANT (2014); HMS TALENT (2015); and HMS TRIUMPH (2016) and they will be finally decommissioned.
9	Faslane DACOS UW	T Boats	Where does the S/M refit fit into MCP?	All LOPs will be conducted in Devonport as the upkeep centre for the RN.
10	Faslane DACOS UW	T Boats	What sort of cost saving is there moving 3 T boats north, there must be one?	Details of cost savings from the T boat move will be established through the contracts with industry. However savings achieved from the MCP as a whole are likely to be used to benefit the development and establishment of the Centre of SM Specialisation at Faslane. Any savings from moving the boats north are being clarified at present and once established will inform the current planning but as yet are commercially sensitive.
11	Portsmouth DACOS UW	T Boats	The MCP presentation said there would be no impact on personnel before 2014. However, as T Boats de-commission before then their crews will be assigned to other submarines which will result in impact upon personnel?	The re-assignment of personnel following T Boat de-commission would take place anyway irrespective of MCP taking place and would be routine career management business. The impact from MCP will be as the hulls have their base port changed to Faslane from Devonport. This will not commence until 2014.
12	Faslane DACOS UW	SM Ops	S/Ms could become marginalised with all running out of S/M in Faslane. What	The impact of SM operations is recognised throughout the Royal Navy and particularly so at the highest levels of command. Many of the key policy areas of the Submarine Service have a high profile in Bath and London through DSM, CSSE and CBRN as examples.

			can be done to combat this?	
13	Faslane HMNB Clyde Staff	Faslane Infrastructure Capacity	Will there be a potential jetty bulge in Faslane with 7 Astute, 3 T and 4 Vanguard S/Ms	The infrastructure required to support the 3 T Boat move to Faslane in a phased approach from 2014 are being worked up through the MCP projects. The longer term steady state of submarines in Faslane will be 4 SSBNs and 7 SSNs. Now that the new jetty is in place in Falsane there are enough jetty spaces for all the SMs that will be based there.
14	Faslane HMNB Clyde Staff	Faslane Infrastructure Capacity	Is Faslane galley correctly scaled to address the future influx of personnel?	The infrastructure required to support the Centre of SM Specialisation is being worked on through the MCP project. All aspects will be investigated such as messing, accommodation, sports facilities, medical provision, car parking and transport. The formal announcement of MCP provides the opportunity to openly engage with organisation to ensure sufficient infrastructure will be in place.
15	Faslane HMNB Clyde Staff	Faslane Infrastructure Capacity	Is there sufficient space to accommodate the Future Training Facility and any additional accommodation?	Sites have been identified for the FTF development and there is sufficient space for 3 additional SLA blocks should they be required.
16	Devonport HMNB Clyde Staff PPOL CD SO1	Faslane Infrastructure Capacity	What is being done about increasing the education and health facilities and amenities in the Faslane area to accommodate personnel moving to the area?	As a result of the early announcement of MCP, HMNB Clyde are now in a position to be able to liaise with the local education and health authorities, in Argyll and Bute, to discuss the potential increase of personnel moving to the Faslane area from 2014. The Government's commitment to Service personnel, their families and veterans was published in 2008 through the Service Personnel Command Paper ¹ . The MoD remains committed to work with other Government Departments to ensure the SPCP is honoured.
17	Devonport HMNB Clyde Staff RNEO	Faslane Infrastructure Capacity	How does the RN know what numbers of personnel and families will move to Faslane and therefore know how much infrastructure is required?	The RN knows the number of service personnel required for the T Boats, training and support jobs. These figures are then provided to DE, DE&S and RNEO to work up a model which takes into account existing take up of SLA, SFA and personnel who chose to live in their own properties. Previous experience from relocating service personnel in the past is also taken into account when planning the required infrastructure to support future base port moves. Such figures are also used to assess the capacity of other personnel support areas such as medical, sporting, welfare and messing facilities.
18	Portsmouth HMNB Clyde	Faslane Infrastructure Capacity	With the increase of personnel moving to Faslane as a result of MCP what is being done about improving the car parking	HMNB Clyde is investigating ways of improving the existing car parking in the Base and will be extending plans to accommodate the car parking requirement generated by the arrival of people as a result of MCP. Areas within the current accommodation building site are being marked for car parking as they are released back to the Base. There is a proposal to extend the existing multi-storey car park and to designate spaces within it for

¹ SPCP – The Nation's Commitment: Cross-Government Support to our Armed Forces, their Families and veterans.

	Staff		facilities in Faslane?	livers-in.
19	Portsmouth DACOS UW NPT(E)	Faslane Infrastructure Capacity	Will Faslane have the engineering support infrastructure to support LAMPs and AMPs?	It is anticipated that Faslane will be able to accommodate LAMPs and AMPs. It is not envisaged that boats will have to be displaced to achieve these maintenance periods once they have moved up to Faslane.
20	Portsmouth HMNB Clyde Staff	Faslane Infrastructure Capacity	Many Submarine personnel live beyond the Helensburgh area, towards Glasgow and Stirling. Will the road network be improved to Faslane as a result of MCP and the increased number of personnel in the area?	The Naval Base engages routinely through forums with Argyll & Bute Council. The arrival of people following MCP has given this work increased focus in the areas of education and medical and dental provision. The number projected to arrive, would not in itself, lead to a road improvement scheme and the lead for this lies with the Scottish Local Authorities. The West of Scotland does have a well developed network of major roads and motorways, international and regional airports and direct rail links to Glasgow. There is a dockyard bus service that connects the Base to Helensburgh and the SFA, Dumbarton, Glasgow Airport and other stops within the greater Glasgow area.
21	Portsmouth HMNB Clyde Staff	Faslane Infrastructure Capacity	With the majority of personnel being Junior Ratings who will be living in at Faslane, why is there not more room within the Super Mess allocated to JRs?	There is scope within the new Super Mess to handle the likely increase in numbers arriving in the next few years. Apart from the single cabins and TV rooms within the blocks, Neptune Building has a larger JRs Dining Room than the old Lochinvar Block. There is also a coffee shop and a separate all ranks bar to be called " <i>The Venue</i> ". These areas will have a retail food offering as well as WiFi internet access. These spaces are in addition to the JRs Lounge that is being fitted out as a Sports Bar following feedback from opinion polls and in consultation with the Trident Club Committee. There is sufficient space within the new building, including the capacity of the galley, to cook for the increased number of personnel.
22	Portsmouth DACOS UW	Faslane Infrastructure Capacity	When the S Boats were moved personnel were informed that the supporting infrastructure would be in place. However, it was not and expectations of personnel were not met. Will the T Boats still move even if the infrastructure is not in place?	<p>The early Ministerial announcement of MCP was deliberate in order to allow as much notice as possible for personnel to be able to assist with their medium and long term plans. The timing of the announcement has also allowed open engagement between DE&S, Fleet, DE and contractors to work through the infrastructure requirements in order to support MCP. The move of the T Boats will also be in a phase approach over time from 2014 which will also help ensuring infrastructure is in place in time.</p> <p>The timing of the move of the T Boats within year will be assessed in order to minimise the impact on families and in particular the timing with children's education. Personnel may benefit from a new scheme introduced by the MOD entitled "Early Mover Status".</p> <p>When Service personnel are required to move Residence at Work Address (RWA) due to their Unit's enforced relocation, the movement of Service families can be staggered up to 12 months preceding, or following, the expected date of the Unit move, through the granting of Early Mover Status (EMS). EMS helps to ease the burden placed upon DE</p>

	DACOS UW Fleet FOST	Specialisation	Centre of Specialisation for Submarines – why not bring up the whole support team; IPT, CSE, Training Support Group?	are managed by DE&S from Abbeywood and Andover. It would not be sensible to isolate these assets from the rest of Defence support by moving them to Faslane. The glide path for the logistics and engineering Defence Lines of Development to provide best value for money (VFM) and the delivery of OC is towards joint solutions not disparate single service or single capabilities.
25	Faslane CWO SM	SM Centre of Specialisation	Faslane can be seen to be left out from the Hub – will the CWO SM be moving to Faslane?	No. The CWO SM is a member of the Fleet - DRST team which addresses Head of Fighting Arm (HoFA) issues within the NCHQ, dealing with relevant policy desks and manpower desks. The CWO SM specifically deals with SM HofFA issues on behalf of the SM service. The vast majority of personnel policy issues cross-over all of the Fighting Arms i.e Submarine Service, General Service, Fleet-Air-Arm and Royal Marines with many having a Tri-service aspect. The CWO SM is remitted to represent the views of Submarine Service within the personnel policy arena to both enhance and defend current conditions of service for SM personnel. The CWO SM liaises closely with Flotilla staff and SM units to obtain feed back on personnel issues to inform the debate, but the debate takes place in NCHQ and this is the best place for the CWO SM to be located in order to act as the SM community champion within the NCHQ. 1*SM post is being established in 2009 based in Faslane as COMFASFLOT and will be dual hatted as COS to RASM.
26	Faslane PPOL WLB	Submarine Branch	Was anyone surveyed in the T boat community to how this affects them specifically in the future?	Feedback from the annual AFCAS, FAS and Leavers Surveys are routinely assessed and such feedback is being used to help inform the MCP. Personnel and their families are strongly encouraged to continue to complete such questionnaires in order that further evidence is gathered to help inform the development of projects such as the MCP.
27	Faslane NPT(E)	Submarine Branch	Can I take it that individuals who are on a FTRS contract watch keeping and working on decommissioned S/Ms in Devonport will be replaced by serving RN individuals?	FTRS contracts are used to help the RN overcome specific manning difficulties. The balance between FTRS and full time service personnel working on decommissioned submarines is entirely dependent upon manning levels and whilst we aspire to reduce FTRS contracts to a minimum we cannot discount their continued use on decommissioned submarines.
28	Faslane PPOL WLB	Submarine Branch	What percentage of Devonport S/Ms actually live in Devonport?	Feedback from the 2008 Armed Forces and Families Continuous Attitude Surveys indicates that from within the T Boat submarine community 51% own their own property. From those who responded, 26% live in property they own during the week, 44% live in SLA and about 15% live in SFA or SSFA.
29	Devonport	Submarine Branch	What shore drafts will be available for JRs?	There are limited dedicated shore drafts for JRs and the bulk of harmony and shore time for JRs is achieved via the Squad system. However, the availability of shore jobs for service personnel is a key consideration and the detail is being worked up through the MCP project. The intention is that shore jobs will be available through the Future

	NPT(E)			Training Facility at Faslane and submarine waterfront shore support. Initial planning assumptions indicate that if all SM Phase 3 training delivery is migrated to Faslane, then approximately half of Devonport shore support billets are also required to achieve acceptable sea:shore ratios. It should be noted that the planned delivery of the bulk of SM training at the waterfront in Faslane will also aid harmony and stability for Junior Ratings as they progress up the ranks.
30	Devonport NPT(E)	Submarine Branch	What shore billets will remain in place in Devonport?	Although still in the early stages of planning there will be a need to retain some SM shore support billets (SFM and waterfront) in Devonport, to assist with RAMPS and LOPs. Personnel will need to discuss career paths and options with their Career Managers, but the fine detail of shore billet availability will not be available until late 2010.
31	Portsmouth NPT(E)	Submarine Branch	What percentage of submarine jobs will remain in Devonport?	Although still in the early stages of planning there will be a need to retain some SM shore support billets (SFM and waterfront) in Devonport, to assist with RAMPS and LOPs. Personnel will need to discuss career paths and options with their Career Managers, but the fine detail of shore billet availability will not be available until late 2010.
32	Portsmouth NPT(E)	Submarine Branch	Will gapped posts in Devonport be at risk because of MCP?	The billets that are currently gapped within Devonport and Faslane are required to maintain the submarine specialisation. A recruiting campaign is underway to target the submarine specialisation which will improve the personnel pipeline to fill gapped posts.
33	Devonport & Portsmouth NPT(E)	Submarine Branch	Has the RN considered how it will retain submariners, particularly in 5 years time when jobs in the nuclear industry are likely to increase through EDF plans? Has the RN considered how it will retain submariners, particularly in 5 years time when jobs in the nuclear industry are likely to increase through EDF plans?	The Naval Service is actively developing initiatives to improve the conditions, service and retention of submariners. The Sustainable Submarine Manning Project (SSMP) is a long term initiative that will seek improvements in the areas of: <ul style="list-style-type: none"> • SM Recruiting, Training and Pipeline Management • Skills Retention and Future Sustainability - <ul style="list-style-type: none"> ○ Seek improvements in Quality of Life on Submarines such as: <ul style="list-style-type: none"> ▪ Improved routines ▪ Quality of life alongside and reduced harbour hassle ○ Seek improvements in Career Development such as: <ul style="list-style-type: none"> ▪ Fast track route for suitable ET MESMs, Strategic Weapon System (SWS)/Nuclear Academy ▪ Review rewards and recognition/remuneration • SSBN(F) Manning • SM Warfare Officer structures • SQ Quality of Life Alongside
34	Faslane HMNB Staff	Submarine Branch	Faslane is not visited as frequently by 1SL and 2SL as Portsmouth or	The size of the HMNB Clyde population and breadth of activity including that outside of the Submarine service (FPGRM, NDG, FOSNNI 2* HQ) all draw high profile visitors. The SM Service should be well aware of the type of visitor drawn to Day Zeros (Day Zero –

	DACOS UW CWO SM		Devonport.	the return day to base port from Patrol.) – many of these will never have cause to visit the other 2 naval Bases.
35	Portsmouth DACOS UW NPT(E)	Submarine Branch	Is there a concern that as more change takes place that nearer the time for T Boats moving more personnel will leave the service?	Change will always take place and there is a potential risk that personnel may decide to leave. However, one reason for the Ministerial announcement of MCP being 5 years ahead of the first planned T boat move is to provide sufficient notice to personnel to help them make informed decisions with their families on how they will plan their futures. Additionally such advance notice has allowed open engagement to take place between Fleet, DE&S and DE and other organisations to ensure that sufficient and appropriate infrastructure is in place to support the Key Decisions of MCP and to ensure that personnel issues are being addressed. Personnel will continue to be kept informed of developments within the MCP in order that they are able to plan ahead with their families.
36	Faslane NPT(E)	Stability for Submariners	Through MCP the T Boats will be moving to Faslane to be base ported but the maintenance will be in Devonport. How will this increase stability for Submariners?	The number of uniformed submariner jobs that will remain in Devonport area will be set by the DE&S against the requirement to conduct Long Overhaul Periods (LOPs) and other maintenance tasking required by the MCP. Detail will not be available until DE&S complete this work. Initial assumptions are for half of SM shore posts in Devonport (DE&S and FLEET but not RNSMS) to transfer to Faslane. An initial estimate would be for 163 SM billets, across all ranks, rates and specialisations, to remain in Devonport.
37	Faslane NPT(E)	Stability for Submariners	Will there be an uplift of service shore jobs in addition to those within training area and will there be an increase of civilian contractor jobs?	The availability of shore jobs for service personnel is a key consideration. Shore jobs will be balanced between Devonport and Faslane in order to maintain a harmonious sea:shore ratio for personnel. Initial planning assumptions indicate that if all SM phase 3 training delivery is migrated to Faslane, then approximately half of Devonport shore support billets are also required to achieve acceptable sea:shore ratios. Any uplift of civilian contractor jobs will be addressed through the development of MCP projects.
38	Faslane DNPERS WS Accom	SFA/SLA	If personnel who occupy SFA in Devonport have to change base port will they have to give up their SFA in Devonport?	Under current regulations Service personnel who occupy SFA in Portsmouth, Plymouth or Clyde are entitled to retain their accommodation if they are required to take up assignment at a new duty station (Reference: JSP 464 Chapter 8 – 0821.a.).
39	Devonport DNPERS WS	SFA/SLA	What information will be provided to families on the detail of the SFA available.	As part of the MCP project work options are being worked up for future plans for Clyde area SFA. As part of this work investigations are in place to look into the feasibility to present an SFA as a show home along with the DVD presentation of SFA and the surrounding area. The local HIVE and NPFS deliver an excellent service and provide information on local amenities, schools, doctors, dentists etc. Running alongside this an action exists upon DE within the Joint Customer Board action plan for DE to provide estate agent style details of allocated properties. The intent is to have this action

	RNEO			
42	Devonport HMNB Clyde RNEO	SFA/SLA	Will there be a new build of SFA if there is insufficient quantity as a result of MCP?	The quantity of SFA will be addressed as part of the options being considered by DE and through liaison with RNEO and HMNB Clyde.
43	Devonport HMNB Clyde RNEO	SFA/SLA	Will there be enough money available to make changes to the existing SFA?	The Royal Navy is committed to ensure that the appropriate infrastructure will be in place to support the MCP. As a result of the Ministerial announcement of MCP early on into its programme opportunities now exist for RNEO, DE and HMNB Clyde and other organisations to look at the requirements and investigate options for development.
44	Portsmouth DNPers WS Accom	SFA/SLA	Will there be sufficient Service Families' Accommodation (SFA) in the Plymouth area to allow personnel who are moved to Faslane, as a result of the MCP Base Port change, to retain their SFA in the Plymouth area?	Naval Personnel occupying SFA in the Plymouth Base Port Area have an entitlement to retain their SFA in a Base Port Area irrespective of where they are assigned to. Defence Estates are fully engaged with the RN Estates Organisation and the Naval Base Commander Devonport over PCP housing requirements and will take whatever action is necessary to maintain the provision of Service Housing in the Plymouth Area. Substitute Service Family Accommodation (SSFA) will be utilised when necessary.
45	Devonport PPOL CD SO1	Families	What will the RN do to help spouses with employment in Faslane area if they decide to move and have to give up existing employment?	<p>Unfortunately the RN cannot assist with finding employment for spouses. However, the RN has provided personnel and families with as much notice of the intended changes as possible to help plan their futures. Where Service spouses and family members already work for the MoD in permanent posts, then they will be granted priority consideration through the Redeployment Pool (RDP) to help them identify suitable posts during their relocation as a result of the Service Person's relocation on assignment. More information can be found via the People Services Channel on the Defence Intranet under the policy heading "Operation of the Redeployment Pool" dated 6 July 2009.</p> <p>Under the SPCP, if the impact of Service life reduces the ability of accompanying family members to obtain paid employment, partners of Service personnel will be added to the groups who have most difficulty getting into the labour market and receive special access to the New Deal and successor programmes established by the Government. The SPCP outlines the Government's commitment to try to help Service families to change their public sector jobs when Service life obliges them to move. Scottish Ministers and the Welsh Assembly Government have agreed that their Administrations will do likewise.</p>
46	Faslane DNPS PPA	Allowances	Currently single personnel who own a property but are assigned away from home have to pay food and accommodation in SLA whereas their married counterparts who also	All Service personnel are expected to pay accommodation charges (and food if not PAYD unit), but some are afforded waivers. There are no current plans by the Centre at present to tackle any disparity issues.

			occupy SLA only have to pay food charges. What is being done about this disparity?	
47	Devonport HMNB Clyde staff DNPS PPA	Allowances	What support is in place by the Royal Navy to help spouses or partners travel to Faslane to view SFA and the area before committing to moving the family to Faslane?	<p>If required to travel to look for private accommodation, SSFA or Lodgings as part of a permanent assignment Service required move, there is limited provision to provide the cost of that travel at public expense. It does not cover advance viewings of established SFAs. However, when a Service person changes assignment and is required to move between public or private Resident at Work Address, within the UK, and the immediate family accompanies them, the family may be conveyed at public expense. This also applies for a family rejoining the Service person subsequently from a previous unit, provided that there is an expectation that you will have at least 183 days to serve at the new unit</p> <p>HMNB Clyde will be producing a DVD that will provide information of Clyde area SFA. It is intended that this DVD will be produced for 2010 and this will be made available for Service personnel and their families.</p>
48	Devonport	Allowances	<p>Will there be any extra travel warrants for personnel who will commute from Faslane to their home?</p> <p>What allowances are available to help families meet up with their service spouses or partners and what allowances are provided for families to visit Boarding Schools if their children attend?</p>	<p>There are 2 primary allowances already in operation to assist personnel with the cost of travel between duty unit to a Qualifying Residence (QRes):</p> <p>a. Get You Home (Travel) (GYH(T))</p> <p>This allowance aims is to support the mobile nature of the Services and improve retention by reducing the financial impact of separation on Service personnel. It achieves this by contributing towards the cost of travel from the duty unit to a QRes where you have the opportunity to carry out such leave travel. The allowance is payable as a daily rate through salary and is based on the mileage distance travelled. It aims to support two return journeys per month from the duty station to the QRes and the actual mode of travel (i.e. rail, car, flight) is left to your choice.</p> <p>b. Get You Home (Seagoers) (GYH(S))</p> <p>For those assigned to seagoing units there is a separate, but exclusive, Get You Home (Seagoers) (GYH(S)) scheme. Currently, GYH(S) offers a maximum of 12 journeys per leave year if you are permanently assigned to a Seagoing Longer Separation Allowance Qualifying Unit (SLQU) – usually this means when you are assigned to an operational ship or submarine (e.g. one that requires it to operate regularly away from its Base Port). For those personnel who are temporarily assigned to a SLQU then one GYH(S) journey will be awarded for each anticipated period of 30 consecutive days in that SLQU. Each GYH(S) journey entitles you to</p>

				<p>a return trip from a UK port to a nominated address.</p> <p>Further details of these allowances can be obtained from the Service Person's Unit Personnel Office (UPO) or the policy reference JSP 752. The Service person should contact their respective UPO who will explain whether they may be entitled to transfer some of these GYH(S) warrants to members of their family as in certain circumstances, up to 6 GYH(S) may be transferred to the immediate family at any time for travel between their place of residence and the Service person's place of duty.</p> <p>There is provision within JSP 752 Tri-Service Allowances Regulations to contribute towards the cost of reuniting children of Service personnel with their parents at their duty station during some school holidays (known as School Children Visits (SCVs)). This is currently non taxable through pay (as the MOD picks up the tax bill) but the principal condition is that that there will be a parental contribution made towards all SCVs. A maximum of 3 return journeys or 6 single journeys may be claimed for the child's travel in any academic year. Subject to specific eligibility that must be cleared via Unit Personnel Offices, this might apply for SCVs for children who are usually under 19 years of age and single, part of the Service person's immediate family and in full time education.</p>
	DNPS PPA			
49	Devonport	Allowances	What support will be available for submariners and families who are unable to relocate to Faslane because of personal circumstances?	<p>As is the case now, service personnel can benefit from the allowances available to them according to their circumstances. Service personnel and families will continue to have access to the existing welfare support through organisations such as NPFS, NFF, HIVE centres and Community Family Centres. The announcement on MCP in May 09 has provided a 5 year period for personnel to have sufficient time to help plan for their future. Service personnel should discuss their professional career path with their Career Managers discussing any particular personal circumstances that may affect their decision to move their home.</p> <p>For information about allowances that might also assist the Married Service person and those in Civil Partnerships who may need to travel back on leave to their family home when not accompanied at Faslane, see Q&A above regarding the 'Get You Home' allowances.</p>
	DNPS PPA			
50	Faslane DACOS UW	Impact of Government Change on MCP	Was the Scottish Independent Party taken into account?	The MCP has been seen as a good news story locally. The uplift in SM activity is all non-nuclear weapon related.
51	Faslane DACOS UW	Impact of Government Change on MCP	Will this MCP definitely go ahead if the government changes in the next general election?	MCP was Navy Board decision accepted by ministers and will continue to be developed and implemented.

52	Portsmouth DACOS UW	Impact of Government Change on MCP	What will happen if following a Scottish referendum Scotland becomes independent?	The MCP will continue to be developed and implemented as a consequence of the Ministerial Announcement in May 09.
53	Faslane & Portsmouth DACOS UW	Contract provision	Will there be a new contract with Babcock?	Future arrangements with industry and contracts are being addressed through specific projects within MCP, such as the Terms of Business Agreement (TOBA) between DE&S and Babcock and BVT. WSMI 3 is due to be negotiated with a start date of 2013. It will be suitably scaled to accommodate the requirements of the MCP.
54	Faslane DACOS UW	MCP Funding	How will MCP save money if we do not know how much it costs yet? Comment – Having announced MCP, the RN must deliver it.	Early work within the MCP process with DE&S has indicated efficiencies, the benefits from which may be invested into Faslane. 1SL and the Navy Board have committed the Navy to MCP and in order for the T Boats to move the associated infrastructure must be in place.
55	Faslane PPOL CD SO1/WLB	T23s move to Portsmouth	Many people in Devonport will not want to move to Portsmouth if the T23s move there.	No decision has been made yet on whether the T23s will move to Portsmouth or not. Certainly there will be no move before 2014. Whatever decision is made on the future of T23s, then personnel will be given 5 years notice of any base port change.