



***The fighting back union***  
***Winning for our members in the workplace***

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DM/LR

5 February 2007

Anne Jolly  
Inquiry Secretary (Scottish Citylink)  
Competition Commission  
Victoria House  
Southampton Row  
LONDON WC1B 4AD

Dear Ms Jolly,

**Scottish Citylink Inquiry : Notice of Proposal to Accept Undertakings**

I am writing in response to your request for comments during the Consultation process on Draft Undertakings.

The Transport and General Workers Union is the principal Trade Union representing employees of bus operators in Scotland. We have collective agreements with all the larger operators, and collective bargaining over terms and conditions.

We therefore represent the majority of Stagecoach drivers, and also drivers employed by a number of subcontractors used by the Joint Venture, notably Arriva, Rapsons and Travel Dundee.

We have a strong working relationship with management at Stagecoach, and their involvement in the Joint Venture has, for the first time, allowed the TGWU to try to influence coach driver wages, which have generally been lower than those of bus drivers. It is particularly good that Stagecoach drivers on Joint Venture operations operate under the same terms and conditions as their drivers on other services. This tends not to be the case with many operators.

I have watched the Inquiry into the Joint Venture with interest, particularly the Final Report requiring a divestment of some services on the Saltire Cross network. I have

also particularly noted the large number of representations you have subsequently received criticising that decision and seeking the adoption of behavioural undertakings as the appropriate remedy. The range and diversity of those making these comments is significant, together with the cross-party political opposition to your decision.

The sale of any services or journeys on the Saltire Cross will only lead to a reduction in the use of drivers who are protected by Trade Union membership, and will lead to a diminution of rates of pay and general terms and conditions the drivers involved will receive. The TGWU represents drivers employed on Joint Venture operations based at depots in Aberdeen, Inverness, Dundee, Perth, Glasgow and Cowdenbeath, and we are very concerned at the inevitable reduction in jobs at these locations for our members.

From a customer's point of view, the marked increase in passenger numbers shows that the product offered by the Joint Venture is attractive, and it is vital to the economic welfare of many parts of Scotland that the Joint Venture is retained intact.

I am aware that the alternative to divestment is to agree a series of behavioural undertakings. It is my belief that undertakings governing changes that the Joint Venture can make to fares, service levels, subcontractor agreements and vehicle quality, for example, are the best solution to any perceived competition problem, and I would urge reconsideration of your decision, so that no part of the business is required to be sold.

As you will be aware, following a separate Inquiry into the Scotrail franchise being awarded to First Group, undertakings were adopted as the solution to any perceived issues. If that is appropriate for the rail industry in Scotland, it follows that it should equally be appropriate for the coach industry. To dismiss behavioural undertakings as being hard to police shows a contempt for the continued employment of our members in Scotland and for the travelling public.

I would be grateful if you would publish this letter on the Competition Commission website.

Yours sincerely,

**Doug Maguire**

**Stand-Down Officer**