PQN/19-21/2020/06426/is 24 June 2020

Dear Kevan,

I committed to write to you following your Question (54862) that you tabled on 4 June 2020.

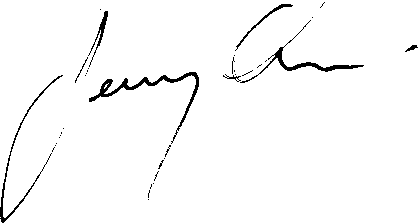
The question asked for the cost of each maintenance period over the last five years for Type 45 destroyers, Type 23 frigates, Royal Navy mine countermeasures vessels and ships of the Royal Fleet Auxiliary, that took place in either (i) the Gulf (Gulf Cooperation Council countries), (ii) South East Asia (Singapore, Malaysia, Australia) and (iii) South Africa, broken down by whether each maintenance period was scheduled or unscheduled.

The requested information is attached at Annex A. Costs are rounded to the nearest £1,000. Information on the geographical location at which costs are incurred on the unscheduled maintenance of Royal Fleet Auxiliary vessels is not held centrally and could be provided only at disproportionate cost. I have, however, provided an indication of the scale of such maintenance costs. Similarly, a disaggregation of mine countermeasures vessels scheduled maintenance periods could also only be provided at a disproportionate cost. However, the aggregate value of this work is provided for each year and all the work took place in the Gulf.

It should be noted that a scheduled maintenance period can also include an element of unscheduled work such as the rectification of emergent defects.

A copy of this letter will be placed in the Library of the House.

Yours sincerely,



**JEREMY QUIN MP**

**Annex A to PQ Response 2020-06426**

**Type 45 Destroyers**

Three Type 45 destroyers underwent maintenance periods at one of the specified locations in the last five years. The cost and location of each maintenance period is shown in the table below.

|  |  |  |  |
| --- | --- | --- | --- |
| Year | Cost (£ million) | Scheduled/Unscheduled | Location |
| 2015 | 0.106 | Scheduled | S. Africa |
| 2016 | 0.118 | Scheduled | Gulf |
| 2017 | 0.769 | Scheduled | Gulf |

Note: Type 45 deployed support is not broken down into scheduled and unscheduled work. Scheduled work may include a cost growth allowance for emergent work, but the distinction is not recorded. Only major incidents, requiring the unscheduled docking of a ship, would pass the materiality required to be recorded.

**Type 23 Frigates**

Eight Type 23 frigates underwent maintenance periods at one of the specified locations in the last five years. One of these ships also undertook a maintenance period in Japan. The cost and location of each maintenance period is shown in the table below.

|  |  |  |  |
| --- | --- | --- | --- |
| Year | Cost (£ million) | Scheduled/Unscheduled | Location |
| 2015 | 0.254 | Scheduled | Gulf |
| 2016 | 0.271 | Scheduled | S. Africa |
| 2016 | 0.273 | Scheduled | Gulf |
| 2017 | 0.300 | Scheduled | Gulf |
| 2018 | 0.300 | Unscheduled\* | S.E. Asia |
| 2018 | 0.146 | Scheduled | Gulf |
| 2018 | 0.040 | Unscheduled\* | Japan |
| 2019 | 0.552 | Scheduled | Gulf |
| 2019 | 0.412 | Scheduled | Gulf |
| 2019 | 0.300 | Scheduled | S.E. Asia |
| 2019 | 0.024 | Unscheduled | Gulf |
| 2019 | 0.008 | Unscheduled | Gulf |

Note: for the purposes of this answer those entries marked with an asterix are deemed to have been unscheduled because, while the relevant ships had self-maintenance periods planned, the expenditure detailed above arose from emergent issues and was consequently not planned well in advance.

**Mine Countermeasures Vessels**

Six mine countermeasures vessels underwent maintenance periods at one of the specified locations in the last five years. The cost and location of each maintenance period is shown in the table below.

|  |  |  |  |
| --- | --- | --- | --- |
| Year | Cost (£ million) | Scheduled/Unscheduled | Location |
| 2015 | 0.120 | Unscheduled | Gulf |
| 2015 | 0.105 | Unscheduled | Gulf |
| 2015 | 1.2 | Scheduled | Gulf |
| 2016 | 1.2 | Scheduled | Gulf |
| 2017 | 0.205 | Unscheduled | Gulf |
| 2017 | 0.42 | Unscheduled | Gulf |
| 2017 | 1.2 | Scheduled | Gulf |
| 2018 | 0.018 | Unscheduled | Gulf |
| 2018 | 0.027 | Unscheduled | Gulf |
| 2018 | 0.031 | Unscheduled | Gulf |
| 2018 | 0.098 | Unscheduled | Gulf |
| 2018 | 1.2 | Scheduled | Gulf |
| 2019 | 0.224 | Unscheduled | Gulf |
| 2019 | 1.2 | Scheduled | Gulf |
| 2020 | 0.062 | Unscheduled | Gulf |
| 2020 | 1.2 | Scheduled | Gulf |

Note: scheduled maintenance periods shown above represent 16 scheduled Support Periods each year for ships in theatre. For each ship this equates to a total of 12 weeks per annum at a cost of £0.025 million each week. The disaggregation of this total into the individual two to four-week Support Periods for each ship through each year would incur a disproportionate cost.

**Royal Fleet Auxiliary**

Six Royal Fleet Auxiliary vessels underwent maintenance periods at one of the specified locations in the last five years. The cost and location of each scheduled maintenance period is shown in the table below.

|  |  |  |
| --- | --- | --- |
| Year | Cost (£ million) | Location |
| 2015 | 0.212 | Gulf |
| 2015 | 0.126 | S. Africa |
| 2015 | 0.109 | S. Africa |
| 2015 | 0.104 | S. Africa |
| 2015 | 0.260 | Gulf |
| 2016 | 0.413 | Gulf |
| 2016 | 0.573 | Gulf |
| 2016 | 0.147 | S. Africa |
| 2016 | 0.182 | S. Africa |
| 2016 | 0.096 | S. Africa |

|  |  |  |
| --- | --- | --- |
| Year | Cost (£ million) | Location |
| 2016 | 0.128 | S. Africa |
| 2016 | 0.150 | Gulf |
| 2017 | 0.254 | Gulf |
| 2017 | 0.125 | Gulf |
| 2017 | 0.136 | Gulf |
| 2017 | 0.500 | Gulf |
| 2018 | 0.500 | Gulf |
| 2019 | 0.292 | Gulf |
| 2019 | 0.500 | Gulf |

Note: in addition to the costs detailed above each ship is allocated a sum of between £0.025 million and £0.1 million per month, dependent on the class of ship, to cover emergent maintenance and repair action. These sums do not vary according to the location of the ship. Information on this expenditure is not held in a form that includes the geographical location at which it was incurred. To ascertain this through manually cross-referencing other records would incur a disproportionate cost.