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PRIME MINISTER

COAL DISPUTE: BSC

I have just had the following report from Mr. Tebbit's Private Office who have recently been in touch with Mr. Haslam. No coal trains have been moving into Llanwern. 49 lorries went into Llanwern this afternoon, carrying 1,000 tonnes of coal. A second run is now in progress. Two further runs are planned tomorrow. Picketing has so far been light. BSC are satisfied with the position so far - they have encountered no opposition from their own unions for loading and unloading coal in Port Talbot and Llanwern; 4,000 tonnes in two days compares well with Llanwern's weekly demand of 10,000 tonnes.

At Ravenscraig there have been no trains either, due, it appears, more to a refusal of ASLEF members than to NUM picketing. Yesterday there were 188 lorry loads, equivalent to 4 train loads, so the position is satisfactory.

The operation from Orgreave finished today.

The view of Mr. Haslam and Mr. Scholey is that once the ISTC delegates disperse from their conference local pressures from men keen to keep the plants working will take over from the rhetoric of support for the miners. So long as supplies continue to get in by lorry BSC is not planning any injunctions. Output over the past week was again around 95% of plan.

The position of the railways is not so good. Not only are no coal trains moving into Llanwern and Port Talbot (though iron ore trains are moving) but coal movements in the Midlands are deteriorating. No trains are moving from the Coalville depot or the Shirebrook depot. BR think the drivers, guards and signalmen are concerting their action so

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that only one group is on strike at any one time, thereby ensuring no train movements at all. Total train movements in the last two days were 30-33 compared with around 50 a day in the previous week. NCB may be using more lorries to go into power stations.

There is to be a meeting between the ISTC and the NUM some time next week and the extent of supportive action by the rail unions and the NUS will depend on the outcome.

x probably Thursday under
the auspices of the TUC
Steel Committee

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22 June 1984

VSCADH