



Action for safety

BAKERLOO DETRAINMENT DISPUTE

RMT REJECTS use of 'security personnel' to resolve detrainment dispute

The RMT and ASLEF Executives' instruction from the start of the dispute:

"to ensure that the carriages on their trains are physically checked and clear of passengers prior to going into sidings or depots. This is to be done either by appropriately-licensed LUL staff or by drivers themselves."

Private security guards don't count!

London Underground have stated in a letter to RMT and ASLEF that from Monday 11th of February 'security personnel' will be boarding trains at Queens Park, Stonebridge and Harrow to "provide reassurance to train operators, addressing the perceived risk of assault and will deal with any violent or aggressive customers. If for whatever reason one of these security personnel are not available then the train will be fully detrainment in the platform."

This is an act of desperation from London Underground and comes just three days after Mr Lance Ramsay wrote to all drivers comparing the risks of assault while detrainment with changing a light bulb.

With London Underground on the ropes, this letter from Mr Gerry Duffy further "acknowledges" your trade union's concerns but proposes a solution that is entirely unacceptable. This dispute on the Bakerloo Line is for two reasons: 1) the risk to staff of assault and 2) the risk to passengers, as highlighted by the incident of the 12 year old boy.

RMT believes that the deployment of security staff on trains in this manner is unprecedented and a provocation to our members and our jobs. Not only that, but our view is that security staff could aggravate and heighten tensions on trains putting drivers in even more risk of assault. They will have no railway training or licensing and have no place on out trains or our network.

This proposal also shows that LU have no regard for passenger safety in this matter. The proposed use of private security guards does nothing to stop overcarries and would mean that we would still have thousands of overcarries a year. It is our action on the line by physically checking trains that has resulted in zero overcarries.

Rather than sending letters to both trade unions at the close of traffic at Broadway on a Friday afternoon, London Underground need to sit down with RMT and ASLEF to come to a negotiated settlement to resolve this dispute. They have gone from denial about

the dispute, to offering 7 insignificant solutions at ACAS, then Ramsay's letter of more of the same and now this. The truth is our action is winning. This is not the time to blink. There is no need to snatch defeat from the jaws of victory.

3

The number of days it took from Ramsay comparing the risk of drivers detrainment to 'changing a light bulb' to informing unions that security guards will be put on trains.

LU have admitted they have had to cancel at least at least 15% of the service since the dispute began and through the course of the dispute have deliberately lied and misinformed London's travelling public about what is going on.

RMT rejects Mr Duffy's request to cease our industrial action.

All Bakerloo drivers keep the action going. Keep safe and keep strong!