

INFRASTRUCTURE

SAVE OUR RAILWAYS

Rally and lobby of parliament, October 25
from 12:30 Methodist Central Hall Westminster, London SW1H 9NH



Sir Roy McNulty has reported to the government on how the cost of Britain's railways might be reduced. He wants to protect multi-million pound dividends to private shareholders and instead attacks you, the rail worker. McNulty proposes:

Massive job losses : Pay freezes : Reduced standards of safe working

TIME TO FIGHT BACK - JOIN THE RALLY!



Infrastructure staff and McNulty

This is the biggest attack on rail workers' jobs, pay and conditions since privatisation. It threatens everything you and your union have fought for and won.

McNulty wants to SLASH your conditions of service:

- the removal of "limitations on work schedules" which have been introduced for your safety and that of the travelling public, as well as to ensure a work-life balance
- a reduction in the amount of overtime available but increasing the maximum amount of time a person can work in a day
- the removal of enhancements associated with weekend working;
- reducing the length of and payment for meal and refreshment breaks, and changing the times at which they can be taken;
- reducing equipment preparation time
- reducing the time currently available to staff to rest between shifts;
- Benchmarking your pay against those in outside industries where there are no unions to defend pay and conditions

McNulty wants these inferior conditions for new entrants creating a two-tier workforce.

McNulty says you are unproductive!

He claims that rail workers should lose their jobs and those who remain have pay freezes and inferior conditions because he says there has been a 50 per cent increase in staff costs since privatisation. This claim is completely misleading.

McNulty ignores the fact that due to economic growth over most of the period of the study passenger journeys have increased by 59 per cent, passenger kms by 50 per cent and passenger revenues per member of staff by 56 per cent. In fact, staff productivity has more than offset increases in staff costs.

Infrastructure staff and McNulty

Despite contributing to Network Rail's "considerable progress," McNulty says that maintenance and renewals staff should suffer further job losses as their work will only be applied to "critical, as opposed to non-critical assets, reducing the number of inspections and associated costs".

The reports also makes clear that "automating track inspection and using components that require less maintenance...should reduce staff costs."

McNulty supports Network Rail's intention to extend its programme of modernisation by deploying high-output machinery, automating track inspection and using components that require less maintenance. RMT has major concerns about the motivation behind each of these initiatives and in particular their impact on both employment and safety.

McNulty also suggests that infrastructure and rolling-stock maintenance could be locally resourced or contracted out to suppliers and stresses that there is no particular need for these maintenance suppliers to be rail industry specialists, despite it being a safety-critical industry.

McNulty recommends picking and choosing what to maintain and renew, and sweating the assets to maximum life span.

The government will produce a Rail White Paper this autumn. If it decides to implement the McNulty report, it will be a disaster for rail workers and for passengers.

RMT is fighting back with a huge Save Our Railways Rally and lobby of parliament, starting in Methodist Central Hall, Storey's Gate, Westminster, London SW1H 9NH from 12:30 on October 25. Get the date in your diary NOW.

Visit www.rmt.org.uk/mcnulty for more information including: -

- Bob Crow Interview on McNulty
- RMT Submission to McNulty
- RMT Press releases
- RMT Parliamentary Group: debates and motions

