



London Calling

The website of the London Transport Regional Council of the Rail, Maritime and Transport workers' union

www.rmtlondoncalling.org.uk

Join RMT www.rmt.org.uk/about/join-rmt

Management tell unions, give up on 32hr 4-day week, give up on Priv, give up on upgrading of all CSAs ...and then we'll offer 2.5% for one year

Get ready to fight for FAIR PAY and a SHORTER WORKING WEEK

**3 Disputes must be won
Pay, Train Prep & Transformation**

Mass meeting for all RMT members

Wed 24 April 6pm

Indian YMCA 41 Fitzroy Sq W1T 6AQ

Goodge St tube

Speakers Include - GS Mick Cash, Snr Asst GS Steve Hedley, LT RO John Leach & RMT President Michelle Rogers.



- We are experiencing an intensification of work and for many, shift patterns have become intolerable.
- Our shift patterns are literally killing us. Studies show we lose 4/5 years off our life expectancy when we do the type of shifts LU imposes on us for 10 years or more.
- A 32h 4-day week would enable us to put in rest days at points where fatigue is worst but LU prefers to ignore the problem.

Fight for jobs, a safe railway & a shorter working week



Pay: Management waste time and money on fake negotiation

After five days of “negotiation”, London Underground has rejected all the demands in RMT’s pay claim. LU has made an “offer”, which is for a one-year deal on pay only, proposing an RPI percentage increase (currently 2.5%), and which is contingent on the union dropping all demands in our claim, including the demand for a flat-rate pay increase and a 32-hour working week.

This pay increase would not keep pace with rising costs of living, and does not address any aspect of the RMT pay claim, including our demand for a reduced working week. As such it is an abuse of language to call it an “offer” at all.

LU has wasted tens of thousands of pounds, and a week of time, to do something they could’ve accomplished via an email. Their claims to have no money to meet our demands should be taken with a significant pinch of salt in light of this extreme wastefulness.

The company’s annual operating surplus is currently £360 million; it has been able to afford pay rises of up to 74% for some senior managers; and waste £16

million on failed projects like the “Rostering and Coverage Tool” on stations.

The negotiating team, which was comprised of representatives from all functions, voted unanimously to recommend to the RMT National Executive Committee that the NEC rejects this insulting non-offer.

Our next steps will be to continue building a campaign in workplaces to build pressure to win the demands in our pay claim.

The central demands of RMT’s pay claim are:

- A 32-hour working week
- A substantial pay award, including a minimum flat-rate increase
- Equalisation of staff travel benefits, including the extension of the “Priv” ticket to all members of staff
- Levelling up of the CSA grade on stations, promotion of all CSA2s to current CSA1 level as part of consolidating the grade.

Speak to your local and Level Two/Tier Two reps for more info, and get active in your branch to have your say on how we should campaign to win our demands.

Transformation

London Underground have announced their latest phase of ‘Transformation’ where they have expressed a desire to cut over 100 jobs across LUCC, TAC, Trainers, Waste and Power. These cuts are the latest in a series of reorganisations as a result of LU’s desire to save money by slashing staff numbers.

We have seen the shocking affect previous Transformations have had on our members: hugely

increased workloads, increased stress and diminished mental health, with enormous levels of sickness.

The company are refusing to comply with their obligations under the Main Agreement and meet with our Health & Safety reps to prove that these proposals are safe. We can only conclude therefore that the changes will not be safe. We must fight to protect jobs and are recommending a ballot of all affected members.

Fleet Train Prep

743 votes were cast in the Fleet Maintenance ballot on extended train prep and 662 were in favour of taking strike action against managements’ proposals.

LU wants to extend maintenance intervals for tube stock from the current 24 hours to an incredible 3 months on some lines. There is nothing they will not consider in their drive for cuts. But RMT strike action can stop them in their tracks.

This fantastic ballot result easily meets the new anti-union threshold laws and demonstrates the strength of feeling on the issue in the fleet maintenance depots.

The National Executive Committee has congratulated the LU Fleet Branch, Reps, Activists and Members on

delivering a solid ballot for industrial action in this dispute, demonstrating their resolve to halt the Company’s decimation of established safe inspection frequencies and the abject failure to abide by LU’s own safety validation processes and the LU Main Framework Agreement. The NEC has taken the decision to arrange a meeting of all Fleet IR and H&S Reps, Trains Functional and Trains Safety Council members with the Lead Officer, Senior Assistant General Secretary and NEC in attendance.

This meeting will discuss our next steps including how to use this ballot mandate to take effective strike action against the company’s outrageous proposals for extended train prep.



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