



London Calling

The Newsletter of the London transport Regional Council

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News & Views from RMT's London Transport Regional Council Feb (2) 2014

RMT 1 Johnson 0

Congratulations to all of our members who took part, along with our sister union members in TSSA, in a strong effective strike which paralysed London over 3 days.

As the Times put it: "Mr Crow saw a Mayor who claimed when campaigning for the job to have the stomach for a fight with London's over-mighty transport unions, but who would bottle it in the end".

We have gained a political, moral and industrial victory over Boris Johnson. A partial retreat by our bosses has been achieved. Action is suspended until April while all aspects of the proposals are discussed and implementation is put on hold as is the HR1 redundancy notice.

To Boris's surprise we have received massive public support for our action and Boris's call for legal restrictions on our right to strike have fallen flat.

The Government should reverse spending cuts and make money available for our key services. We see the tragic results of cuts in the awful floods, caused by cuts in Government spending. Now they say money is no object and is available for flood areas, good! If that is the case it is also available for the tube which is key and crucial for London's economy.

The big corporations based in the capital are loaded with dosh and should pay through taxation for a fully staffed, fully publicly owned and subsidised transport system.

We have won round one but we need to build to ensure we can put on more action if the cuts in jobs, wages and conditions are not reversed. Members should aim to put one days wage a week aside as a fighting fund for future strike action. LU still wants to make £4.2bn in cuts (the present cuts are only 6.2% of this figure). This will impact on every grade.

We will seek whatever negotiated safeguards for jobs, ticket offices, pay and conditions that we can, but we must also use the period up to April to build support for further strike action.

We must build unified action against the cuts and austerity with other trade unions. We must put forward the political arguments that the money is there to finance public transport and other key services in London and nationally.

All it would take to halt the whole LU cuts package is half a billion a year. That might sound a lot of cash, but we the taxpayers are already coughing up £37bn a year to the big four banks. As a result Barclays has just announced a £5bn profit, is it unreasonable to ask for just half a billion of that money to pay for a fully funded transport system for the Capital.

We have won round one of our battle, but we must be ready and prepared for the battles ahead. Through Unity and Struggle we can win the battles ahead.

John Reid LTRC Secretary

Defend Mark Harding

Mark Harding was arrested while carrying out lawful picketing activities during our recent strike. His branch has passed the following resolution:

This branch/region (etc) condemns the arrest by BTP of Mark Harding, the RMT Branch Secretary of Hammersmith & City Branch. Mark was arrested despite only carrying out legitimate trade union activities whilst on the picket line outside his place of work.

This branch further condemns the detention of Mark for nearly 13 hours, an extraordinary length of time in light of the minor nature of the allegation (name calling) that led to the police being called. Mark strenuously denies all allegations.

Continued over



First LU denies any plans for Trains...

Then they announce Driverless stock to be Ordered!

RMT Will Oppose Attacks on ALL Grades

During talks at ACAS we challenged LU to share with us the content of a Fit for the Future Trains meeting held with train managers. The company refused and claimed that, "no formal meeting has taken place".

Now what we all knew was coming is confirmed in a letter to staff from LU Strategy and Development.

We are told that Train Ops will remain driving trains for the rest of their career IF they are prepared to be flexible.

Well we can see what flexibility means for station staff right now. Pay cuts, a Martini framework where we work any time, any place, anywhere and more work with less staff.

With major job cuts on the agenda in engineering too it is more important than ever that all grades stand together and fight against LU's cuts.



Fit for Nothing

Report from your RMT reps at the JWP

The further consultation agreed at ACAS is now underway. This report is issued following the first two full meetings of the JWP sub group held on 18.2.14 & 20.2.14.

The most important concession agreed at ACAS is that LU will stop implementing their plans while we are talking. We must all remain vigilant as attempts were made to hold Fit for the Future meetings with Admin staff. These events were cancelled at our insistence.

LU have now re-presented their proposals. There have been no changes at all. They still propose to make 270m of cuts to stations as part of a total of £4.2bn cuts across LU by 2021. They have repeated their proposals to close every ticket office and shed 953 jobs.

Implementation has paused but this has not signalled a change of heart on LU's part. The company has treated RMT's counter proposals to these cuts with contempt. These were:

- LU should campaign for its funding to be restored by TfL and the government
- LU should save costs by bringing all regular work back in-house
- Senior pay should be limited to £100K to save at least £15m

What is the company's response to RMT counter proposals?

Management at the JWP have stated that they believe LU's funding to be adequate. They believe that as well as saving money their proposals will improve the tube for passengers and staff. They claim to have examined the benefits of bringing work back in-house but are unable to present us with any information of figures. They cannot show us any evidence at all that any serious consideration has been given to this proposal. Finally LU insists that the pay of senior managers, up to £670K for the Commissioner, is necessary to attract the best managers.

Savings become Clearer

As we have further examined LU's plans the way they intend to make savings has become clearer.

Management have been asked to identify ANY new process or ANY piece of technology that cannot be introduced using the current grades and staffing model. They have not been able to come up with one example. Savings will not come from the introduction of technology. What this is all about is cutting staff numbers and cutting pay rates.

The small number of additional CSAs planned post Fit for the Future will be used to replace SSMF roles on Local B stations. This means that around 250 roles have had a pay cut of about £12K.

There will remain the same number of CSAs as now for helping with POMs and covering gatelines etc. But these CSAs will now have to take on the work done by 1200 SAMFs who all go. The only additional roles to replace the SAMFs are 480 CSA2s on 23K.

LU proposes that the new CSA2s will "meet & greet" but when questioned they confirmed that the CSA2s would help passengers on POMs, including servicing the machines. So there you go. CSA2s on £23K will replace SAMFs on £35K.

But, of course, there are only 480 new CSA2s to cover the ticket selling previously done by 1200 SAMFs. Management have an answer for that. They say CSAs will serve passengers more quickly than a SAMF on the window because they can help several customers at a time!!! They really believe that CSAs will be running between machines desperately trying to get the queues down.

Asked whether LU could assure us that other CSA1 roles could not be replaced with CSA2s management said they could NOT give that assurance. In addition management confirmed that it is not their plan to retain a control room wherever they exist today. It was also established that LU plans to license ALL Customer Service Supervisors to the level of SS1 meaning that a CSS can run a section 12 gateway stations if the CSM is off station.

In an unusually candid moment we were even told that as far as LU is concerned many of our grades are already paid more than their job warrants. LU believe that the new CSA2 role is a good starter role for people coming in from retail. So there you have it. Operational staff need to be paid just enough to lure them from low paid retail jobs while senior managers need hundreds of thousands a year to come up with brilliant plans like PPP (which lost the public purse £3bn) or these station proposals that are truly fit for nothing.

We will continue to examine LU's proposals through the agreed consultation and we will endeavour to secure any concessions that reduce the impact of these proposals. However, at this time it is clear that a gulf exists between us and LU over the imposition of unjustified cuts to jobs and services. [RMT Negotiating Team.](#)

Defend Mark Harding

In light of the above this branch therefore further condemns the charge brought against Mark under Section 241 of the Trade Union and Labour Relations Act, although this branch notes that in using TULRA the police are making it clear that they are attempting to criminalise Mark for his TU activities.

This branch condemns the draconian bail conditions that were placed on Mark, which sought to ban him from any & all trade union activity, including even attending his own defence meeting.

This branch congratulates the RMT's legal representatives who swiftly challenged & overturned the bail conditions, but we note that this move by the police is part of a trend of criminalising and restricting the right to protest.

This branch/region (etc) calls on the General Secretary of our union to write to the Head of the BTP in order to protest about the harassment, arrest and detention of Mark Harding. We further call on the General Secretary to raise the matter with the TUC, as the use of TULRA against one of our members is part of a worrying trend of criminalising dissent and the right to protest. Many of the TUC's affiliates are preparing to mark the 30th anniversary of the miners' strike. The police attacks on freedom of assembly and the right to protest were honed in that dispute and continue to be developed to this day; think 'kettling' for example. The anniversary events mean little if our members are still under attack today.

Lastly, Mark's own branch, Hammersmith & City branch, gives notice that in the event of any sanction, criminal or civil, via the courts or the employer, we reserve the right use any and all means at our disposal to defend Mark, including an immediate industrial action ballot.