



2m Social Distance and control over usage level must remain in place on Tube and Railways

- ★ ***No reduction in 2m Social Distancing***
- ★ ***Passenger numbers must be controlled with unions involved in agreeing capacity increases at every stage***
- ★ ***LUL must engage with us at company wide level to ensure that any arrangements are safe for all grades***

If you are asked to carry out any work that cannot be done while following social distancing guidelines then you have a legal right to refuse to do it and remove yourself to a safe place

RMT fights for all grades

We are continuing to demand that TFL acts to give cleaners the same terms on furlough as LUL staff.

We are also demanding TFL steps in to protect our self-employed protection staff and others who are still without any income since they were laid off.

Following discussions at the Rail Industry Coronavirus Forum (RCIF) the Train Operating Companies (TOCs) and Network Rail have written to RMT stating that working practices will be re-negotiated if there is any change to the 2m social distancing advice from government. They have also stated that during the first phase of lifting the current lockdown passenger numbers will rise to 20% of capacity.

On that basis RMT has agreed that our reps and safety reps will now discuss arrangements throughout the National Rail industry.

But the RCIS does not cover London Underground or TfL. TfL/LUL has, until now, sought to discuss arrangements for lifting the lockdown by imposing new timetables and limiting any discussion to routine local level consultation of rosters.

RMT has refused to accept this. We went into dispute with LUL over the imposition of new rosters for train operators. These have now been permanently withdrawn.

At London Underground Company Council yesterday (7/5/20) we once again demanded company council level talks about how any increase to the number of trains running and any increase in passenger numbers can be safely achieved. Management have agreed this in principle but even now, just 10 days before they want to run a significantly increased service, they have not agreed to any specific meeting on the issues.

It is crucial that they engage with RMT, our reps and safety reps on these questions. Any reduction in the 2m distancing advice would not be acceptable to RMT. If there are essential tasks that cannot be done while distancing then we must have robust alternative arrangements to fully protect staff. It is vital that we have a role in determining the level of passenger capacity we can run. Any sudden or large rise in capacity would render our arrangements to protect staff ineffective.

How can a CSA work on the gateline at a big Zone 1 station and maintain 2m distance if the number of passengers were to rise to even half of the normal level? What will be the impact on fleet engineers of having to prep twice as many trains? In fact, every function has agreements in place covering rosters and social distancing arrangements, which would fall apart if LUL allows an unmanageable increase in passenger usage.

RMT understands the need to provide the best service possible but we have also seen the terrible consequences of failing to do that. The rate of fatalities amongst London bus drivers has been horrific. Far higher than among workers in the NHS. Many bus drivers believe that TFL's refusal to order the sealing of the front doors in the first part of the crisis contributed to this.

RMT will insist that any increase in service or passenger levels is done with our agreement and in a way that best protects members health & safety.