

News from your Stations & Revenue Functional Council



9 May 2014

Strike Action Wins New Movement from LU

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The strike action taken by RMT members on 29/30 April has pushed LU into a written commitment not to displace anyone into a lower paid grade as a result of their Fit for the Future plans on stations.



The action also resulted in LU accepting that the station by station review would include a review of the company's plans for implementation, including displacement.

LU's Chief Operating Officer, Phil Hufton, told RMT that the review is not pre-determined and at the JWP (Joint Working Party) we have been told that it is possible that the closure of every ticket office by 2015 will not proceed.

On that basis our further strike action was suspended but this dispute is not over. When it is possible to safeguard members' jobs and conditions by talking we will talk. When it is not we will strike. Your RMT negotiators are in no doubt that the progress made after our strikes on 29/30 April was only possible

because of our action. Assurances on pay that we have sought again and again were only given after we took further action. We will continue to seek a joint campaign with all other recognised unions on LU. We are in the strongest position when all unions take action together but it is clear that even when we are left to fight alone we can deliver!

Negotiations will be difficult. We remain opposed to LU's plans to cut £4.2bn from our

- ★ Congratulations to every RMT member who took strike action on 29/30 April
- ★ Following the strike LU committed not to displace anyone into a lower paid grade.
- ★ LU also agreed to discuss displacement policy and all aspects of its implementation plan.
- ★ The company agreed to conduct the station by station review with no pre-conditions.

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budget and we will fight against job cuts that will leave the tube understaffed. With the Mayor shouting his mouth off that he still wants to see every ticket office closed we know we must maintain our resolve to fight for jobs and conditions.

The present review period is only two weeks long. In that time your RMT negotiators will highlight some of the key reasons why those of us who actually run the stations know LU's proposals cannot work:

- ★ Ticket offices continue to provide a unique service that passengers want.
- ★ Ticket offices at SSMF stations could have extended opening hours at zero cost to LU
- ★ Ticket offices at bigger stations provide a valuable service for passengers who are unclear about what ticket they need. Oyster does not remove the demand for the ticket office but creates a new demand for journey resolution and other issues.
- ★ LU's own data shows the POMs at many stations will be at capacity once the ticket office is closed.
- ★ Data presented by LU in this review shows massive staff cuts that will leave remaining staff unable to run stations safely and effectively.

Displacement

We will also raise the disastrous implications for displacement of our members as a result of LU's plans. If SSMFs are displaced into CSS1 jobs (same pay rate as SSMF) they are likely to have to move from outer zones into Central London to replace SS1s.

Meanwhile most SAMFs and SCRAs already work in Central London but would be displaced to the outer zones to run local stations as CSS2s (same pay rate as SAMF/SCRA).

We will continue to oppose any proposal that results in unacceptable displacements.

Local Issues

We have made the point to LU that if progress is made during this review it would be necessary to involve all Level 1/Tier 1 reps in a further review of the company's plans to fully take account of local factors. However, if there are particular issues you want to bring to our attention about your station group please contact one of the Stations Functional reps (numbers below).

RMT Will Fight Cuts

The movement from LU after our last strike was useful but we must be realistic. While the company continues to insist on cuts from stations of £50m a year as part of the overall £4.2bn cuts programme it is difficult to see how we can reach agreement on jobs and conditions. RMT will not just sit back and see



our working lives made more difficult so that the banks can have a bigger subsidy. We will not have CSAs on £23K trying

to serve four people at a time on four POMs so that senior managers can keep their massive bonuses. RMT members have fought hard over years to improve rosters and safeguard our framework agreement. We will not just give that away because a government of millionaires wants to cut the public subsidy for the tube. **We will do everything we can to negotiate acceptable terms for RMT members but if this is not possible we will not run away and hide: We will fight!**

Your RMT Stations Functional reps

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