



## Bosses Plan To Impose 4 Minute Train Service

*Unnecessary service level puts drivers at risk*



**Tube bosses have announced plans to impose their bluntly named 'Covid-19' timetables with a four minute train frequency across the combine, from the 26th of April.**

In response, the RMT has announced that we plan to prepare for a ballot calling for industrial action. At a time when we are risking our lives and that of our families to come to work; it is both unnecessary and unsafe to expect us to operate at such a high level of service through-

out the day, exposing ourselves to coronavirus, when trains are frequently empty. London Underground has confirmed that passenger loading is down 95%. It will be some time before that number starts to increase.

The RMT has reiterated that as professional train drivers we willingly play our part to get essential workers such as doctors, nurses, cleaners and supermarket employees to where they need to be, but this doesn't mean that we agree to come into work to operate an unnecessary level of service at the risk of our own health.

At the beginning of April meetings took place across London Underground at which your RMT reps flatly

rejected the proposed 'Covid-19' schedules.

These were then referred to Trains Functional Council where the RMT secured an agreement that the imposition would be postponed and the sheets looked at again. We were therefore amazed when management recently announced their intention to impose the same

schedules with no changes made at all.

It was at this point that an emergency Train Grades meeting was called and 50 reps from across LU made our rejection of these sheets clear, and a motion to

this effect was agreed. Our NEC has now made a decision to prepare for a ballot to fight back against the imposition of these unnecessary duty sheets.

**"We willingly play our part to get essential workers to where they need to be but this doesn't mean that we agree to operate an unnecessary service at the risk of our own health."**

### ACAS Update: Bosses must improve duties or they face a ballot

Following the RMT announcement that we are going into dispute, an ACAS meeting was convened and it was agreed that implementation of the proposed covid-19 timetables will be initially delayed by a week. This will allow local reps to once again look at the duties and to try and identify further ways to improve them. The RMT position is that we remain against the sheets as they are currently designed. However, as LU is insisting on implementing them, this process will allow the union to reiterate our concerns and to give local management an opportunity to look at the sheets with us and to improve them.

We continue to build for industrial action as necessary and to raise and highlight safety concerns with the new duties and the right for individuals to refuse work when there is an imminent risk to our safety. If local management does not work constructively with your reps, balloting is the course of action we may need to follow.

# RMT prepares to ballot over new timetables



**The RMT National Executive Committee has passed a decision that highlights the success the union has had so far in delaying the imposition of the proposed 'Covid-19' duty sheets:**

*"Under huge pressure from the trade unions London Underground has now stated that although the rosters will be imposed from 26/4/20 Train Operators will continue to book on and be assigned duties under current emergency arrangements. However, from 3/5/20 our members will be expected to work the new rosters. Between now and 3/5/20 London Underground has agreed to discuss the content of the proposed rosters with our reps, including our safety reps."*

However the RMT NEC decisions concludes that 'London Under-

*ground's actions show that in spite of the Coronavirus emergency the employer continues to act in a confrontational and dictatorial way. The safety of our members is being relegated to political interests of the government and London Mayor'*

As a result of this the union will be preparing to ballot drivers for industrial action.

The decision further reminds drivers that social distancing must be maintained at all times and that the RMT:

*'will do everything possible to support any member exercising their legal rights not to be put in danger.'*

You can read the full RMT National Executive Committee decision at [www.rmtlondoncalling.org.uk/covid19-tt-decision](http://www.rmtlondoncalling.org.uk/covid19-tt-decision).

## Safety concerns and right to refuse

There are many areas where social distancing in work is difficult. If the company demands that more trains run, and therefore more drivers are in work at the same time, this will make social distancing even more difficult to maintain. This is part of the reason why RMT is preparing to ballot for industrial action over LU's plan to unnecessarily ramp up the train service.

The RMT will be writing to our 1700 train driver members to inform them that they *'should exercise their legal rights not to place themselves in serious or imminent danger if their social distancing cannot be guaranteed.'*

The RMT believes that that the imposed rosters will compromise social distancing by:

1. Requiring more staff to be in depots than is necessary
2. Requiring train operators to travel back to their depots 'on the cushions'
3. Requiring train operators to take meal-reliefs in depots.
4. Increasing the number of unscheduled detrainments which will put train operators under pressure to move through trains or along platforms where maintaining social distancing will be impossible.

## RMT continues to defend our drivers

### Furlough guarantees

RMT Regional Organiser John Leach has secured a guarantee from London Underground that anybody furloughed will receive 100% pay with no impact on their pension and that terms and conditions will remain unchanged. This is a crucial victory securing jobs on LU.

### Pay rise secured & pension safe

RMT recently signed off on a pay agreement that will see London Underground drivers and all relevant members receive an inflation busting pay rise over a four year period. This comes with our pension untouched and no other strings, such as productivity increases attached.

Further to this on the TFC, RMT reps secured crucial improvements to the Boxing Day deals which means those who work will be paid quadruple time, and where there is a shortfall of volunteers it won't always be the same junior drivers forced to work each year.

Additionally, the RMT recognises the importance of more time away from work and has an agreement with LU that they will continue to discuss with us ways of reducing working hours. The back pay owed to us will come in July, something the RMT is monitoring to ensure LU sticks to.

### Shielded and protected

We have a number of members who are shielding due to underlying conditions. In many workplaces this could have meant an unsure future, with a loss of income or worse, the fear of unemployment.

On LU, drivers who are vulnerable are at home, secure in the knowledge that they are receiving full pay, their employment is secure and there is an RMT rep a phone call away able to answer questions and deal with any concerns, confronting management when needed.

These are just a few reasons why the need to be in the RMT is clear.

**- [www.rmt.org.uk/join](http://www.rmt.org.uk/join) -**