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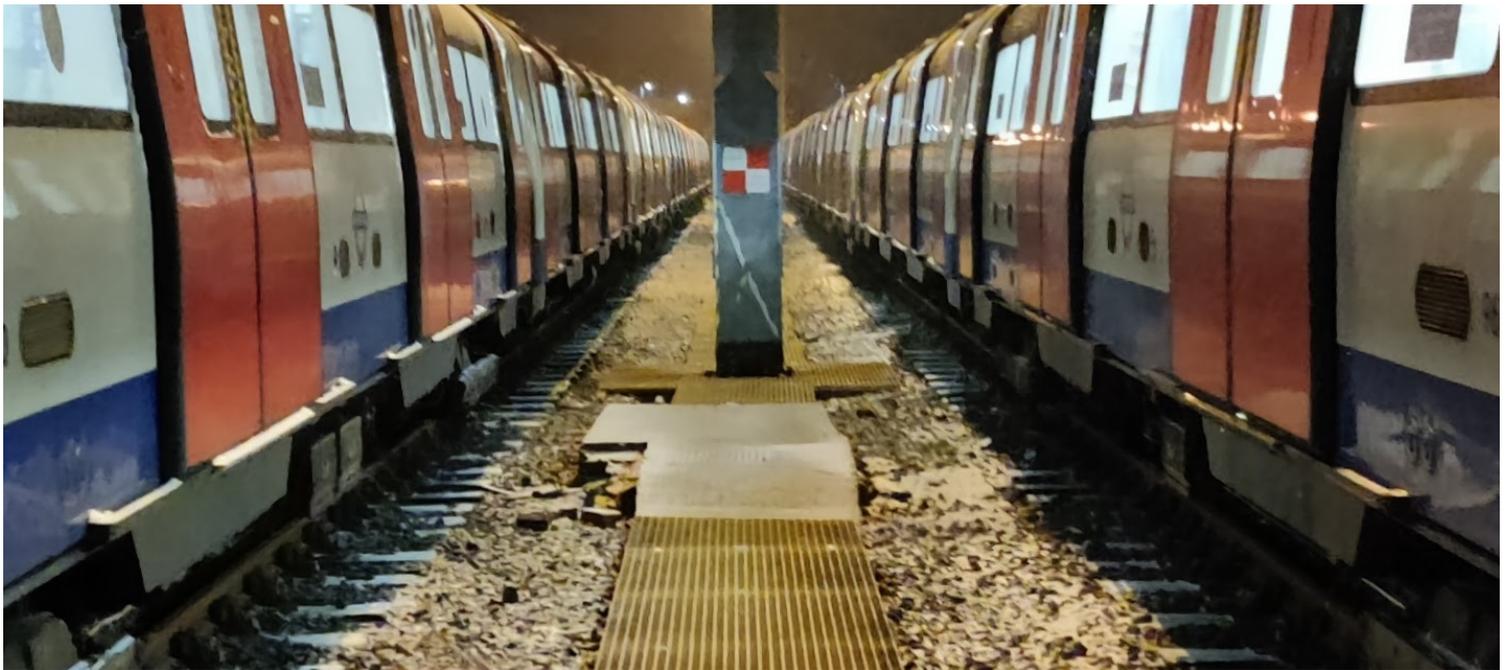


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RMT Pushing For T023s To Go Full Time

We will not accept imposition of Night Tube shifts on our T021 members



Shortly after the Covid crisis started the RMT recognised that some changes to working practices would be inevitable. The national union made it clear to the Government, London Underground and the train operating companies that although we would work with them, any variation to agreements would need to be time-limited to the period of the pandemic. ASLEF said something similar.

The Covid pandemic has had many negative consequences for our driver members but Night Tube members in particular have borne the brunt of the uncertain-

ty. With the collapse of the night-time economy Night Tube was an early victim of the reduction in demand. Services were scrapped and the NT drivers' usual duties went out the window.

At the same time, the Training School ceased functioning and 2 in a cab training was suspended on safety grounds.

The RMT position

- No imposition of night tube shifts on our full-time members
- No increase in anti-social working and no increase in weekend working
- A clean wage without divisive non-consolidated payments
- LUL should roster as many Night Tube members who wish to go Full Time as quickly as possible and stop using them as negotiating pawns
- Talks to continue on recovery and movement of drivers under TOPRA.

Consequently, all promotional training and transfers have been vastly reduced. To plug the gaps in full time rosters LUL offered rolling 13-week secondments to Night Tube members who want to work full time. Many NT drivers stepped up to the plate, keeping the services running. But they did not receive all the benefits of full-time drivers - including full sick pay. In fact, NT

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drivers going sick were threatened with having their secondments terminated. The secondments also caused major problems with fatigue.

For some time RMT reps at the Trains Functional Council (TFC) with the support of ASLEF have been pushing for our Night Tube members to be allowed to take up full time TO21 positions; but while the secondments continued, management had no incentive to move them.

In January management tabled a series of meetings. They stated that it is impossible to regrade all TO23 drivers and still maintain their ability to provide a NT service. The reasons for this proposal were that they did not know when Night Tube would be restarting, and they needed the flexibility to restart at short notice. Talks stalled as neither union wanted to abolish the grade.

It eventually became clear that LUL wanted to use the Covid crisis to remove the entire TO23 grade – permanently. This would entail rostering Night Tube duties in the full time TO21 roster and making unconsolidated payments

for full time drivers to do the NT duties.

This situation has now changed: the Commissioner has announced that NT will not restart until 2022 – probably in the Spring. The RMT believes that this certainty allows the company to plan its training programme for the reintroduction of NT services at the same time as accommodating those NT drivers who



want to go full time and protecting those who want to remain part time. It will not result in an immediate move for all TO 23s but it will start the process.

However, LUL still wants to remove the grade.

Talks were restarted to try and resolve these issues. With the latest secondment period for our night tube

members coming to an end ASLEF suddenly did a 180-degree U-Turn and fully embraced the management position. and were more than prepared to give up all our hard earned agreements and principles.

They simply repackaged the management proposals and put their price on the sell-out. That price was £141.29 per shift worked.

Management's Proposal

Management's final position has now been tabled and will be sent in writing to us imminently. It involves all depots on all NT lines (except North Greenwich) being allocated NT duties. These duties will be rostered for all TO21s but can be voluntarily changed. If you can't find someone to swap with, you will have to work the shift. The maximum frequency on non-link depots will be every 12 weeks. Depots with links will be allowed some flexibility. They will pay £111.22 per shift (about £67 take home, last years rate of pay, fully index-linked).

The RMT position remains:

- No imposition of night tube shifts on our full-time members
- No increase in anti-social working and no increase in weekend working
- A clean wage without divisive non-consolidated payments
- LUL should roster as many Night Tube members who wish to go Full Time as quickly as possible and stop using them as negotiating pawns
- Talks to continue on recovery and movement of drivers under TOPRA