

Issue 72 / January 2018



upfront

Industrial and health & safety news for LUL drivers

RMT says 'pull plug' on compressed working week

RMT Functional reps have made it quite clear to management that they are not prepared to sacrifice our Framework Agreement for a further 4 Day, 36 hour week trial.

Our Framework Agreement for Train Staff protects our working parameters i.e. 4 hours 15 maximum driving spells, 5 hour 15min maximum rostered time on duty without a break and so on. These hard earned agreements took years to achieve and we are not prepared to risk them on another condensed 4 Day week trail.

The RMT long term aim has been to provide a 4 day, 32 hour week within existing agreement and we will continue to strive for this for our members. RMT are still willing to negotiate to pro-

vide a number of Flexible working ways for Train operators to work in the future but this can't be at the expense of our existing Agreements.

The four day week trial on the Jubilee Line failed, and the feedback from it was that the majority of drivers don't want it. However, since the trial ended ACAS talks have continued. The RMT have remained a part in these talks to ensure no deals are made that are detrimental to our members, but we have concerns that the company and ASLEF are using ACAS to try and introduce adverse changes to working conditions.

We believe it is time to pull the plug on the compressed week, regroup and focus on winning a four day 32 hour week for us all.

Night Tube plan is not the answer

London Underground Management plan to increase services levels across the Central Line from Autumn 2018. This would not be an issue if management wanted to do this by providing more drivers to resource this additional work, most of which will be an increase in weekend working.

We have agreements in place that the amount of weekend work is frozen so for any additional weekend work more drivers would need to be resourced. Management have stated that they are under financial pressure and as a result have come up with proposals which would have Night Tube drivers do this on the cheap, working every weekend and several days throughout the week. As a result local full-time rotas would be reduced and in turn senior staff would almost certainly be displaced from rotas and possibly to other Lines and Depots.

We've made it clear to management that these proposals are not fit for purpose and would almost certainly cause displacements to Central Line Depots that have already experienced this last year. We are open to sensible discussions on how we can help our Night Tube drivers progress throughout the company but we will not stand by and have them be used as pawns in this way.

Near Misses Ignored?

An issue your Tier 2 reps are currently pursuing is the amount of near misses that are occurring and how management are dealing with them. Senior management deny it, but there is a feeling amongst the local reps, based on experiences being reported to them, that they are having some kind of a 'crack down'.

Phrases such as "*drivers need to be more resilient*" are becoming more common place. This is disgraceful. Different drivers will react in different ways to a near miss. Some will find an incident traumatic while others wont. It is all about how an individual perceives an incident. We have a right to be treated with respect when reporting such incidents. Employers have a duty of care whether they like it or not.

The Safety Council are pushing LU for a stand alone meeting to look at these issues and to improve how they are currently being dealt with. If you are aware of any scenarios of this nature then please inform your local safety rep or any member of the Council.

- Read more at www.rmtlondoncalling.org.uk/trains -

Safety Council meeting update

Central Line: We received a plethora of referrals from reps on the central line this directly correlates with the apathy shown to our reps by senior management on the line in refusing requests to have a line meeting. We have referred this matter to an ad hoc Tier 2a meeting with director of network operations Nick Dent. Line meetings are used on most other lines as a way of resolving issues. It would appear that the Central Line think they have an opt out. This meeting will be held in January.



Carbon Monoxide on the Jubilee: We had a very serious incident recently where one of our drivers was poisoned by carbon monoxide in the cab of his train. Preliminary reports indicated that there was a faulty de-mister that omitted the deadly fumes. A Go Look See has been scheduled and both RMT and management were in agreement that this response doesn't nearly do enough to address this potentially disastrous fault. Senior HSE managers are now to obtain a comprehensive diagnosis of this fault and to look at all other stocks to make sure we no one in the cab will be subject to this again.

Cab Security: We have been keeping you regularly updated on the cab security issue. It is now nearly 2 years since we raised this at the Trains H&S Council meeting up to director level. While we have had assurances that it will be looked at, it is now at a level where money is the last stumbling block. We are expecting a solution.

Sick of it: We have had numerous reports where LU's 'Vomit Squads' are simply covering up soiled seats with the plastic covers rather than cleaning the

seat and then using the cover. This is in direct opposition to what the procedure was introduced for and if you see any evidence of this procedure being ignored or misused we advise you to revert to the previous advice and take the train out of service.

State of the Track: We have had a good few referrals from the Jubilee, Northern, Central and Victoria line complaining of excessive noise in the cab. We have also had reports of rough ride and a couple of injuries too. We met with the director of track and signals and had our suspicion confirmed that new track chairs have been installed.

Barking Mad
An incident in September highlighted a very casual attitude to safety and security on the District Line. Hot on the heels of an incident at West Ham, where a train full of passengers was sent to the sidings after a report of someone with a knife on-board, we had yet another incident at Barking.

Station staff advised the driver that there was a passenger on board with a knife and that BTP were on their way. The driver informed the controller. The controller astonishingly then advised the train to depart the station as there was a train stuck in the tunnel behind. As a result of pressure from the RMT, LU have been forced to produce a guidance document for Service Control and Lucc of what to do in future when faced with such incidents.

Harrow Canteen closure
London Underground has confirmed that they wish to close the Staff canteen at Harrow on the Hill Depot despite this can-

teen being used by London Underground workers, Bus Drivers, TFL workers and the Police.

Management have said that the canteen needs to be closed to accommodate new lifts at the Station and that Management have said that they are not prepared to relocate this facility.

The RMT will not allow Management to close this Staff canteen facility and not provide a suitable replacement in the main Train Crew Depot. This is the only Staff canteen on the Metropolitan Line and if Management shut it, the Metropolitan Line will be the only Line across the combine without a Staff canteen for Staff. This will set a dangerous precedent as management have said that they are having to make massive cost savings and it's clear they want this to be at our expense.

At a recent meeting the local Representatives met with the management team assigned to close the Staff canteen who joked that staff would now have to use "Greggs" for food. Management made it clear that NO additional meal relief times will be provided to staff to use Greggs.

The RMT raised this at the December Trains Functional Council meeting and have set up a petition for all staff to sign. We are fighting for our facilities to be maintained.

Get in touch

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