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upfront

Industrial and health & safety news for LUL drivers

DRIVERS SAY NO TO THE SELL OUT

RMT TO BALLOT TO DEFEND AGREEMENTS AND WORK/LIFE BALANCE



In an act of treachery on an unprecedented scale ASLEF hitched up with senior management to sell out our hard-earned agreements and jobs, and all for a fistful of peanuts.

This sell out rolls back years of progress. The 2015 dispute resolution agreement saw all RMT members accept the principle that Night Tube should be introduced with minimum impact on established drivers. Consequently, NT was introduced by the creation of a new grade - Night Tube drivers (TO23).

Now, thanks to ASLEF, Night Tube work is planned to be rolled

out to full timers at all Night tube depots - current and future - (except for North Greenwich) on a regular basis.

Driving through the night will be compulsory, unless you can get rid of the duty through a mutual changeover.

Along with this massive setback for your work/life balance, the rostering of these turns is likely to imbalance rosters and create hor-

rendous working patterns never before seen by drivers.

Vote YES in the ballot

We call on all RMT members to vote yes in the ballot to protect your agreements and conditions. If you are an ASLEF member, we call on you to make your opinions clear to your representatives and put an end to this madness. Join RMT in the fight for Work Life Balance and a Fair Deal for all Drivers.

As soon as these plans started shaping up RMT reps on the TFC told management that they were unlikely to be acceptable to our members. Unlike ASLEF, we consulted our members through their representatives who confirmed at

a meeting held on 29th April that these proposals were unani-

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mously rejected. At that time the matter was referred from the TFC up to the next level in the negotiating machinery, the Company Council.

Instead of stopping it there, as they should have done, LUL and ASLEF set up a meeting and shook hands. It was done with such haste that anybody would think they were trying to sneak it past their members before they smelt a rat - then tried to deflect criticism of this complicity with attacks on the RMT!

“Not universally popular”

Your representatives met with Nick Dent, the Director responsible for trains, on May 7th to discuss this clear breach of the machinery. At that meeting the case was laid out as to why LUL should stop these proposals. It was again pointed out that the ripping up of such agreements at TFC was not allowed and that the proposals were totally unacceptable to our members. Instead of pausing and having further discussions the Director simply replied that although these proposals were not “universally popular” (understatement of the year!) he felt this was a fair deal for the drivers.

At the same meeting a senior ASLEF official who, along with their TFC reps had spent weeks ignoring the opinions of their own members across the combine, cuddled up to management to embark on a venomous attack on

the RMT, who were simply representing the views of the vast majority of all drivers.

Management concluded by ignoring all of the RMT concerns and saying these arrangements are coming in on May 16th!

RMT prides itself on being member led, and throughout the piece we have been trying to get a fair outcome for our Night Tube members, the majority of whom have had a torrid year working unacceptable shift patterns. This so-called deal doesn't save them from such shift patterns but exports them to all drivers. The fatigue they have been suffering is completely unacceptable and ironically when RMT senior safety reps tabled the fatigue issues that these proposals are likely to introduce, ASLEF refused to talk about them!



At a meeting held on 10th May attended by many members and your senior reps and officials the message was loud and clear - these proposals and the ripping up of agreements must not be allowed. We have listened to our members.

The battle lines are clear

We call on all RMT members to vote yes in the ballot to protect your agreements and your conditions. If you are an ASLEF member, we call on you to make your opinions clear to your representatives and put an end to this madness. Join the RMT in the fight for Work Life Balance and a Fair Deal for all Drivers.

NEC decision to ballot

We note the reports from our lead officer and the opposition of our Train Operator members to the abolition of the TO23 grade (Night-tube train operator).

The NEC offers its full support to our London Underground train operators and shares their determination to resist the abolition of the TO23 grade.

The incorporation of night-tube duties in the TO21 roster (full time train operators) is in direct breach of the comprehensive dispute settlement made with LUL in 2015 following a long period of dispute and industrial action. RMT will not stand by and allow this hard-won agreement to be dismantled.

The General Secretary is therefore instructed to:

1. Inform London Underground that we are in dispute with them over the abolition of the TO23 grade, in breach of agreements made with us, and the impacts of this imposition on our members, including:

- * The imposition of compulsory night tube duties on all train operators.*
- * The imposition of additional weekend duties for all train operators.*
- * Increased fatigue arising from the addition of night-tube duties into full-time rosters and likely requirement to work rosters including nights/ non night shifts / rest days in the same week.*
- * The loss of a clean salary for train operators and introduction of shift enhancements.*
- * Possible negative impacts on train operator staffing levels as a result of the abolition of the TO23 grade.*

2. Commence a ballot as soon as possible of all London Underground Train operators and Instructor Operators for strike action in furtherance of our dispute.

3. Write to all London Underground Train operators and Instructor Operators to explain the dispute with specific information included for our TO23 members.