



London Calling

News and views from RMT's London Transport Regional Council

www.rmtlondoncalling.org.uk

January 2010

Defend Your Job!

Workers across London's transport face attacks on our jobs, as employers use the economic recession as a pretext to cut costs, while noticeably not tightening their own belts.

- London Underground plans to close or cut most of its ticket offices, at the cost of nearly 1,000 jobs.
- By reorganising station groups, LU plans to cut more jobs, among station staff, administrative grades and duty managers.
- Drivers' posts are under threat with management's decision to remove Rostered Team Talk from new working timetables.
- The LUL/ASLEF 2009 Agreement is causing cuts to spare duties, and pool numbers to be halved from 10% to 5%.
- The predictable failure of the 'public-private partnership' may well lead to attacks on engineering jobs.
- Transport for London is still planning to scrap thousands of jobs.
- Contractor jobs - whether in cleaning, engineering, catering, security or other areas - remain insecure and vulnerable.



Faced with this onslaught, RMT is determined to unite workers of all grades and companies in defence of our right to a decent job. Workers did not cause this economic crisis, and throwing us on the dole will not help to rebuild the economy or meet people's needs.

Rather, defending public services and decent jobs is the key to defending working people and our families against recession.

In 2008, RMT campaigning and popular opposition stopped planned ticket office closures and job cuts; now we need the same campaigning, on an even bigger scale.

RMT has set up a petition against the job cuts on the 10 Downing Street website,

which hundreds of people have already signed. It will take you just a minute or so to add your name and boost our campaign to save jobs. Sign the petition:

<http://petitions.number10.gov.uk/StaffOurStations/>

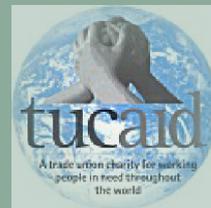
To get more involved in RMT's campaign to defend jobs, contact your local RMT representative.

Haiti Earthquake

The earthquake which struck the island on 12 January has killed up to 200,000 people. Massive damage has been caused to Haiti's underdeveloped, poorly maintained infrastructure and property, with most buildings including hospitals and homes in the capital, Port au Prince, turned to rubble. 3 million people, most of whom have been made homeless, are in dire need of food, clothes, shelter and essential medicines.

TUC Aid is raising money for Haiti trade unions to use for emergency relief and long-term rehabilitation. If you wish to contribute:

- send a cheque payable to TUC Aid - Haiti Earthquake Appeal to TUC Aid, EUIRD, Congress House, Great Russell Street, London WC1B 3LS



- donate online at www.justgiving.com/tucaid

Although earthquakes are natural, the scale of their impact is largely down to social and political factors. Haiti does not just need aid, it needs fundamental social change: democracy, workers' rights, an end to US-led imposition of neo-liberal economic policies, an end to poverty and to the activities of right-wing death squads.

Stop Network Rail job cuts -

Rally and Lobby of Parliament, Wednesday 27 January

General Secretary Bob Crow says: "The severe cold snap has reinforced RMT's argument that you cannot cut corners when it comes to rail maintenance. There is no doubt that if Network Rail bulldoze through this jobs massacre it will cause service disruption on a massive scale. We can stop the planned axing of 1500 safety-critical rail maintenance jobs in its tracks."

Paying the price of PPP's failures

Janine Booth, RMT London Transport Regional Council Secretary, writes:

Last month, the PPP Arbiter ruled that TubeLines was

mostly to blame for the problems with the Jubilee line upgrade, and that its costs for the second period of its PPP contract (July 2010 - December 2017) should be only £4.4 billion, much less than the £5.75 billion it had asked for, but more than the £4 billion that London Underground had suggested.

This leaves London Underground with a worrying financial shortfall of £400m, but TubeLines with a potentially catastrophic funding gap of nearly £1.5 billion. This may see TubeLines go the same way as Metronet - out of business and back into public ownership.

While this would be welcome, the nature of the PPP (public private partnership) means that the public sector may have to pay, and more big cuts could be on their way. The Arbiter's report contains ominous references to cutting the Emergency Response Unit, making the TubeLines workforce more 'flexible', reducing station refurbishments, fewer inspections, and the introduction of 'machine-room-less escalators'.

The government imposed PPP in 2002/03, despite wide opposition led by RMT. PPP has put private profit before standards, safety and workers' rights. Despite failing to deliver quality improvements to schedule, the Infracos' bosses have benefited handsomely from PPP.

The London Underground PPP is an indictment of New Labour, whose turn away from the working class in search of credibility with big business has been not only unprincipled but a spectacular failure.

Even if PPP collapses and the Tube's infrastructure is re-integrated into the public sector, the danger remains that a Tory government would privatise the reintegrated London Underground. Then we may find out that there is something even worse than PPP!

London Overground News

RMT has launched a new newsletter for staff on London Overground. The first issue explains the company's new 'salary sacrifice' pension arrangement and also includes reports from reps on workplace concerns from this year's pay claim to the Dashboard mystery shopper system and issues for RPIs.



You can download the newsletter and read more information here: www.rmtlondoncalling.org.uk/lorol

Support Signals Staff

Paul Jackson, RMT LU Engineering Branch Secretary, writes:

Nearly 750 former Metronet staff who fix the signals/telecomms and station power are being balloted because management are imposing massive changes to their working week. In some cases, LUL is looking at rosters that involve nearly total anti-social shifts and weekend working. At the same time as this, some of their core maintenance work is being given away and their framework agreement is being ignored.

When they tried to raise this with the company, it was quite a shock to find LUL would not even allow these issues to be discussed. These people were used to struggle coming from the private sector with Metronet, but many have been amazed at just how poor employment relation managers on LUL are and seem more intent on causing trouble than solving problems - something that LUL staff will be more than aware of.

They now find they are not allowed to discuss their issues and management have now stated they will impose their own rosters, so it is no surprise that they have no choice but to ballot.

Please, show solidarity to ex-Metronet Signal Maintenance staff in their fight against the bully boy tactics of LUL.

Young Members' Conference 2010

Adrian Rowe, RMT Young Members Conference Chair, writes:

This year has seen the biggest ever number of prospective delegates to the 2010 Young Members Conference.

But there is still time for YOU to put yourself forward as a delegate to the Conference, held in Liverpool on 26 and 27 February, with a social event on the 25 February. You must be under 30 years old.

If it's your first time, and you are nervous, don't worry: there are about 20 new people coming, so you won't be alone!

More here: www.rmtlondoncalling.org.uk/youngmembers

Bakerloo Drivers Defend Workmates

Brian Munro, RMT Bakerloo line Branch Secretary, writes:

As London Underground prepares to make swingeing cuts across all operational grades, Bakerloo drivers have served notice that they are prepared to take strike action to defend their sacked workmates.

With LUL's agenda of slashing staffing levels and the number of Bakerloo train drivers being well over establishment, any driver up in front of a disciplinary panel has been unfairly and summarily dismissed.

As a result of these injustices the RMT balloted our train driver members at Elephant & Castle and Queen's Park to defend our sacked colleagues Fitz Chambers and Joel Miah, and have returned a decisive YES vote for strike action.

The fight back starts here.

Join



- Get a form from your local RMT rep
- Phone 0800-376-3706
- Join online: www.rmt.org.uk/join