



London Calling

News and views from RMT's London Transport Regional Council

www.rmtlondoncalling.org.uk

August 2010

If TfL/LUL 'can't afford' frontline jobs or regular maintenance, how can they afford these directors' salaries?!

A few examples of how much some of our bosses were paid in 2009/10:

- Peter Hendy, Commissioner of Transport: £393,551
- Steve Allen, TfL Managing Director Finance: £310,601
- Phil Hufton, LU Chief Maintenance Officer: £267,891
- Richard Parry/Mike Brown, LU Managing Director: £245,329
- Howard Collins, LU Chief Operating Officer: £219,728
- David Waboso, LU Director of Line Upgrades: £206,930
- Gerry Duffy, LU Director of Employee Relations: £173,486



In the same year (2009/10):

- Customer Services Assistants were paid £24,654
- Station Assistants (Multi-Functional) were paid £29,622

Apparently, Peter Hendy alone is worth **SIXTEEN CSAs** or **THIRTEEN SAMFs**.

Steve Hedley, RMT Regional Organiser, said: "It is scandalous that these wages are being paid out by a public body when passengers' lives are being risked by cuts in train maintenance frequencies, plus track and signals maintenance cuts. It's absolute hypocrisy for directors to be cutting jobs of staff who earn a mere £24,000 a year and simultaneously pocket the huge amounts listed. Operational staff are essential: directors are not."

Industrial action ballot result: London Underground job cuts

Are you prepared to take strike action?

- Total Votes: 3,727
- Yes: 2810 (76%)
- No: 893



Are you prepared to take industrial action short of a strike?

- Total Votes: 3,727
- Yes: 3,253 (88%)
- No: 449

RMT General Secretary Bob Crow said: "RMT members have sent a clear message in this ballot that they will not sit by while the tracks are turned into a death trap and our tube stations and platforms are left unstaffed."

TSSA / RMT joint meeting: Stop Tube Job Cuts!

24 August 2010, 6pm, Friends House, Euston Road, (opposite Euston Station)

Speakers include: ● Bob Crow, RMT General Secretary ● Gerry Doherty, TSSA General Secretary ● John McDonnell MP, Chair, RMT Parliamentary Group ● Steve Hedley - RMT Regional Organiser ● plus rank-and-file reps from each group of grades

All welcome

RMT expressed its horror at the 'runaway train' incident on the Northern line on 13 August, describing it as 'a safety failure of the highest order'.

The engineering train broke loose from a failed emergency coupling as a broken down grinder unit was being pulled northwards at 6.40am, and a collision with a passenger service train leaving Archway was only narrowly avoided.

Overnight works were the responsibility of Tube Lines, which is still managed by private firm Amey despite having been bought by TfL.

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RMT is to ballot all London Underground fleet maintenance staff for action short of strike after LU announced plans to double the length of time between safety-critical train inspections from 14 days to 28 days.

These latest cuts are another element of an overall attack on jobs and safety that would leave fleet staff facing the threat of job cuts - a threat that LU has not denied.

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RMT members voted by a big majority to accept Tube Lines' offer, which improved after the 48-hour strike in June.

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RMT members on Alstom have voted 88% for strikes and 95% for action short of strikes to demand an improvement on the company's miserly 2% pay offer.

Check our website for news and updates on action.

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In July, smoke detection systems at Euston failed to sound the alarm when a fire started on an escalator. The smoke was spotted by staff and the station evacuated.

The Euston fire, which has close parallels with the King's Cross disaster in 1987 one stop up the line, was caused by mechanical friction in the machine chamber igniting accumulated dust.

If LU cuts up to 800 station staff, who will spot fires and save lives?!

Setting the record straight

- RMT's response to LU management's bulletin about RMT's strike ballot result

LU says: 2,810 members voted yes to strike action, representing around 30% of the RMT's LU membership and around 15% of our overall workforce. 893 members voted no to strike action.

The reality is:

- Every RMT member was entitled to vote.
- RMT members voted by 76% for strike action; 88% for action short of strikes.
- The number voting no to strikes is just 4% of the overall workforce; the number voting no to any action just 2%.
- LU did not give its staff a chance to vote for or against these job cuts.

LU says: RMT has made misleading claims about the changes to Operations.

The reality is: This dispute is not only about 'changes to operations' - it is about 800 job cuts and the consequences for staff and passengers alike.

Don't let LU sanitise what is happening by referring to job cuts as 'changes to Operations'.

LU says: We have already placed all Centurion managers ... in roles.

The reality is :

- Not one manager will be downgraded and put on protection of earnings.
- Not one Centurion manager will have to work any extreme shifts or any weekends as a result of these job cuts
- Those who wanted to leave the company were given big sums of money in redundancy payments, which are not being offered to frontline staff.

LU says: There will be no impact on safety or customer service.

The reality is:

- Fewer staff will increase the risk for passengers and employees.
- There will be more harmful anti-social behaviour and assaults.
- Equipment checks and station inspections will be less frequent.
- Ticket offices will be closed for long periods. There will be fewer staff to deal with more ticketing issues.
- LU is deliberately driving passengers away from stations for ticket purchases

LU says:

- Posts will be reduced by around 800 (including 150 managers, administrators and support managers)
- Of the remaining 650 posts, we expect around 250 people in frontline station roles will be displaced once we have taken account of vacancies. Those affected will move to the reserve roster on their current group and we expect that within 18 months they will move back to a main roster.

The reality is:

- The 250 would be displaced to the group reserve after the other 400 have been displaced. ie. **many more than 250 staff will be displaced.**
- The claim that staff will move to their current group reserve refers to a proposal under discussion. It has not been agreed, and much detail has not been revealed.
- LU has not guaranteed that after displacement, you will keep your grade. **SAMFs could end up as CSAs, with earnings protected for only a limited period.**
- Initially you may be displaced to over-establishment on group reserve, but within 18 months you could be moved to a location anywhere on the network.
- There is no such thing as a 'reserve roster'. Reserve station staff are not on a roster: they have unpredictable duties, often changed at short notice. **Displacement from a rostered to a reserve position is a serious worsening of working conditions.**
- Reserves work over an often-large number of stations (set to become larger still under LU's planned station groups reorganisation). Displacement from roster to reserve could add hours per week to the time that you travel to and from work ie. **your own time.**

and asking you to take the flak in resolving consequent ticketing issues.

- LU plans to cut platform/SATS duties. Drivers who are now assisted by station staff in knowing when it is safe to close the doors and leave will have to make that decision alone. **Any mistake or incident, and the driver's job could be on the line.**

LU says: We are not changing the arrangements for supervision

The reality is: LU does plan to change the arrangements for station supervision:

- introducing 'proportional reserve' supervision on two groups, breaking the current practice where all reserve Supervisors are employed at the highest grade of Supervisors on their group
- changing many Supervisors' rosters, making Supervisors carry out platform, gateline and ticket office duties while also supervising the station!

LU says: We have to make these changes and so any industrial action would be pointless.

The reality is:

- LU does not have to make these cuts in order to make the £16m saving it says these job cuts will give it.
- RMT tabled alternative cost-saving proposals, including a maximum wage to curb fat-cat pay, and ending commission to outside agencies to sell our tickets. We asked LU to open up the books so the unions can identify further cost-saving measures. **LU said no.**
- Industrial action is not 'pointless', it is necessary - unless LU sees sense and withdraws these job cuts.
- For months, LU has refused to even discuss with your unions whether to cut these jobs, insisting only on a sham 'consultation' on how to cut them.
- **Effective industrial action will put pressure on them to start serious talks with the unions, and to rethink their irrational, unsafe, unnecessary, damaging job-cutting plans.**