



London Calling

News and views from RMT's London Transport Regional Council - www.rmtlondoncalling.org.uk

special issue for engineering and fleet workers

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Ten Reasons Why Engineering and Fleet Workers Should Vote YES-YES to Save Jobs

RMT to ballot members for strikes and action short of strikes against London Underground's job cuts

1 London Underground management propose to cut around 800 station staff. This means that they are looking to get maintenance staff who work out on the operational railway attending and assisting in emergency situations eg. If a train gets stalled in a tunnel, with no station staff available, they will send out a callpoint maintainer or technical officer.

2 If LU gets away with station staff cuts, it will leave maintenance staff to deal with passengers. Instead, trained, skilled station staff should deal with passengers and maintenance staff maintain the equipment.

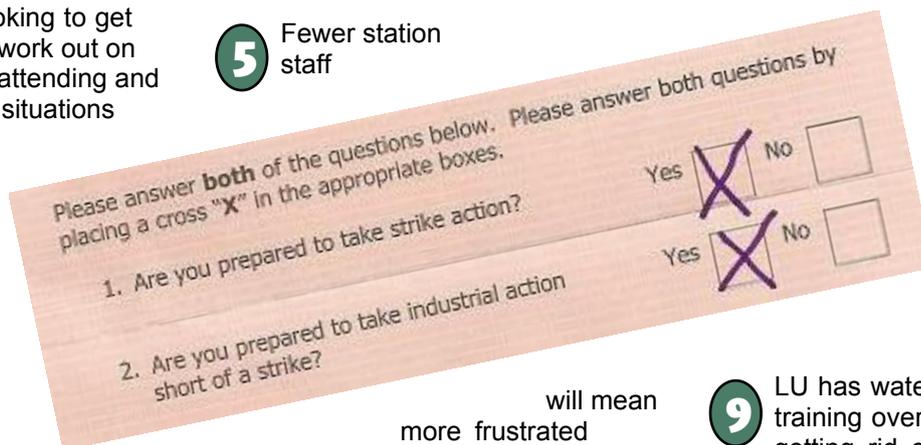
3 LU is abusing its own sickness policy, by attempting to dump maintenance workers who now suffer from years of poor manual handling and so now have damaged backs, ankles, knees etc. Their attitude is that you are a spent force to be thrown on the pension fund scrap heap.

The £5 billion wasted on PPP is being plugged by wholesale maintenance cutbacks under the guise of 'progress'. Fleet are pushing to move train exams out from 14 days to 28 days and Signals maintenance from 12 weeks to 26

weeks. All to enable staffing cut backs within maintenance. It's only a matter of time.

5 Fewer station staff

is being restricted and that there will be more jobs to go!



6 Our management is withdrawing Protection Master Engineering Hours and placing all the roles and responsibility onto the SPIC. To compound the issue, in a possession the SPIC will be expected to do the Train Master's role. Three jobs for the price of one! Safe? Or money before safety?

7 Large numbers of unfilled vacancies across the whole of maintenance. Fleet have 60 alone. And now being told none of these will be filled and on top overtime

will mean more frustrated access to stations as they go uncovered. Not only will management will then expect you to walk into that station from another location - but in an emergency, the ambulance or the fire brigade will find it hard to enter the station you are working on.

8 A YES vote supports every grade. It will knock LU back as it tries to pick off groups of workers one by one. Remember, we stand together - unity is strength.

9 LU has watered down safety training over the last year by getting rid of fire training in maintenance and putting the LU Access course online as a one-off course (what next?). This is all about reducing the time (cost) of you being away from your normal job. This will result in only one thing: an increase in accidents and the real possibility of fatalities of either LU workers or members of the public - again, all to save a few pennies.

10 Voting YES will put pressure on LU management to either withdraw these cost-cutting plans or at least start to hold meaningful discussions with RMT reps. Voting NO give the green light to LU to push these job cuts and money-saving risks through. And WHEN it all goes wrong it will be you LU will look to blame and carry the can.



Pickets help ensure a solid two days of strike action on Tube Lines, which won a much-improved offer.



Your RMT branch:

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Pensions Update

From Bob Crow, General Secretary

Actuarial Valuation

The 'actuarial valuation' assesses whether or not there are sufficient assets to pay for pensions, and sets employer contribution rates needed to fund future benefits.

The recent valuation revealed that, as at 31st March 2009, there were deficits of:

- £1,206m Public Sector Section
- £125m in the LUL BCV and SSL sections
- £75.6m deficit in the Tube Lines Section.

The Trustees have agreed a deficit recovery program which will see the employer rectify the shortfall over a period of ten years. These additional payments will be a combination of higher employer contributions followed by lump sums made by 31 March 2018 and 31 March 2020. These contributions and lump sums will be reviewed at future three-yearly valuations. **Employee contributions and all current benefits remain unaffected.**

Tube Lines

RMT continues to argue that as a result of Tube Lines being taken back into the TfL fold, all Tube Lines employees should be allowed entry to the TfL Pension Fund.

Management is resisting this call on the spurious basis that Tube Lines is

a subsidiary of LUL. This is preposterous and a disingenuous cost-saving ploy designed to avoid offering employees recruited since April 2003 the opportunity to accrue final salary benefits.

Management is making significant savings by insisting that Tube Lines employees continue in the Money Purchase scheme rather than the TfL Pension Fund. These employees do not get salary-related pensions and also do not have access to added benefits, such as ill-health or dependant pensions, which are part of final salary schemes.

Two-tier employment status is totally unacceptable. RMT will continue to press for an end to Tube Lines employees after 2003 being treated as second class for pension purposes.

Attack on Public Sector Pensions

Not content to attack public sector pensions, the ConDems have also stated an intention to pass legislation which would mean all pensions being up-rated in line with CPI instead of RPI. This is nothing short of a raid on final salary schemes. Future pension increases would be lower than previously anticipated.

RMT will seek to protect the TfL Fund and to ensure that its benefits may be enjoyed by past, existing and future LT employees.

Maintenance 'optimisation' is an attempt to move the vast majority of the 14-day exam out to 28 days, endangering the public and our members' jobs.

by Steve Hedley, Regional Organiser

A trial at Upminster depot was brought under the guise of gauging the use of consumable items when carrying out the 14-day exam. It has become clear that this work was nothing to do with measuring how many brake blocks were being used etc. Instead, it was a way of getting 'evidence' to support management's view that they can push the timescale from 14 days to 28 days between trains being put over a pit and checked for such things as brake block wear and cracks in brackets under the train: checks that can not be done in any other way.

This has serious safety implications for both the travelling public and also other members of staff eg. Train Operators and Track Staff.

CMO Management intend to extend this trial across ALL the LU fleet depots and other areas within CMO. RMT asked key questions about safety and about job security. We were not satisfied by management's answers either on safety or on jobs: they refused to guarantee there would be no job losses.

This is a blatant attempt to save money by reducing the maintenance and the staff who carry out this work. The company plans to save £60m+ over the next 3 years.

We have a 'No compulsory redundancies' policy. This means that if you are found to be surplus to requirements you could be offered work anywhere within London Underground. But with your pay reflecting the shift and grade you would be now working, this would have a massive impact on your everyday living and your pension.

We have been left with no choice but to tell management that RMT members will not assist with this trial. RMT takes the safety of the travelling public very seriously and cannot be party to putting unfit trains into service. We will not build our own gallows by cooperating with a trial that will endanger people and cost jobs.