



BROKEN MACHINERY

The proposed cuts to our pensions and hard fought for terms and conditions have been well reported by this union.

Less often recognised is the constant attack by LU on the health and safety conditions that keep the railway and our members safe. It's almost as if the pandemic is being used to get rid of long-standing processes that all parties had previously deemed the minimum safety requirement. As well as this, the joint efforts of the unions and management at the beginning of the pandemic, working together to keep staff safe, is fast becoming a distant memory.

What should happen is: if local safety reps in the train crew depot are unable to agree on an issue with their TOM, it gets referred to the Train's Safety Council for further discussion. If we are unable to agree there, it gets referred to Director's level where our Regional Organiser meets high level managers to try to resolve the issue.

In the past, a well thought out



safety argument, put forward by the unions, was given proper consideration. Sometimes the decision would go our way, sometimes it didn't. These days, more and more issues are having to be referred to directors' level to be resolved. Unfortunately, these once constructive meetings have just become the last staging post before rejection by management.

The vast majority of the safety concerns raised by the union to this level of the machinery have been rejected by management. To add insult to injury, the union are very seldom given quick responses to the concerns we raise (unless it suits LU to do so). Invariably they tell us at these meetings

that they will *get back to us*. About 4 or 6 weeks later they will reply and say they have considered our arguments, but they don't agree with us.

With Covid related issues, what we often hear here are platitudes like we are 'following government guidelines' and 'PHE advice.' Non covid issues you hear stuff like 'they are prepared to manage the risk.' We have the highest Covid death rates, infection rates and hospitalisations in the whole of Europe. Is this now being ignored? We also now seem to have a government that are clearly ignoring the advice of its own scientists. Following government advice is no longer good enough.

Despite the demoralising effect these constant rejections have on our reps and our members, the RMT will continue to raise our concerns; we will continue to put the safety arguments on behalf of our members and we will report back all instances where LU completely ignore the safety arguments we are putting forward.



Removal of Detrainment Staff

One example of an unsafe change that has seen safety arguments rejected locally, at Tier 2 and at Director's level, is the removal of detrainment staff on the Waterloo and City Line. It is clearly safer to have trains physically checked before entering sidings.

The detrainment staff were introduced to the job after a fatality at Liverpool Street. Only detrainment staff can mitigate against this happening again, but the change was pushed through. When LU tried to remove detrainment staff at Barking a few years back we successfully argued that they should remain. The plans were shelved. This time around, under the current management regime, concerns were ignored.

cause serious illness. Despite safety concerns being raised about NT returning in this fatigue inducing format our concerns were ignored.

Six camera Project Bond Street

Earlier this Year Jubilee Line management pushed through a Trial on the six cameras without agreement by either union. We put forward a strong argument to management at a director's appeal, telling them they are putting their risk as in the PTI on drivers. Management ignored our concerns and rejected our appeal. We asked for a line meeting to discuss further and we are still waiting.

Bi-Directional move Kennington Loop

Management proposed that I/Os would only get the road training and on top of this only Golders Green Drivers would receive a briefing and shown a video. We argued strongly at a Directors meeting that training should be fair and consistent, and that all drivers should receive training on all moves on their respective Lines. Once again, our arguments were thrown out and rejected.

Staff taxis

So LU decided to wait until the Covid infection rates were going through the roof before advising us that they were withdrawing our single occupancy taxi facility. The RMT made robust safety arguments against this move. Single

occupancy was remaining for staff who were CEV. The RMT asked LU to retain single occupancy for staff who lived with CEV members of family. This would have been a small amount of staff and a show of good will to the heroes who helped keep London moving during the worst of the pandemic. Unfortunately LU showed exactly what they thought of their staff and refused this small concession at Safety Forum.

Training for North Greenwich drivers at Neasden Depot

North Greenwich drivers have not been timetabled to go into Neasden Depot for over ten years till a new timetable coming in next month changes that.

We highlighted that over 70% of NOG drivers have not completed a move into Neasden Depot for over four years, some for over ten years and requested that all drivers would be given two days training at Neasden to cover all the moves.

Again this was rejected at a Directors meeting. Instead, all NOG drivers will receive 'Inferior' training in the form of videos and use of a simulator.



Reintroduction of Night Tube

The RMT are not opposed to Night Tube. What we do object to are unsafe shift patterns. LU have a 'Fatigue Working Group' where management and the unions meet regularly to discuss all fatigue issues and look for ways to mitigate against the worst effects of fatigue.

Mixed shift patterns are widely recognised by everyone who knows anything about the issues to be fatigue inducing. Fatigue can lower your life expectancy or

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- ⇒ Go to www.rmt.org.uk/join,
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