



# upfront

[www.rmtlondoncalling.org.uk/trains](http://www.rmtlondoncalling.org.uk/trains) - April 2022

[www.rmt.org.uk/join](http://www.rmt.org.uk/join)

## **RMT to re-ballot over Night Tube: vote **YES** to say no thanks to fatigue inducing, life threatening shift patterns**

**RMT will soon be re-balloting our driver members on the Night Tube (NT) lines where NT is currently or soon to be imposed.**

This means ballot papers will be sent out to Central, Victoria, Jubilee, Northern and Piccadilly Line drivers in early May.

This six-monthly re-ballot is necessary due the anti-trade laws in this country, the harshest in Europe. It is important that all drivers return a YES vote in this re-ballot to allow your union to continue to fight the imposition of fatigue inducing shift patterns upon our driver members.

NT will soon be imposed on the Jubilee Line, shortly followed by the Northern and then the Piccadilly Lines. The Central and Victoria Lines have been taking industrial action during NT shifts since before Christmas. This is the longest sustained period of industrial action ever taken by any grade of worker on London Underground. Every driver

on LU owes a debt of gratitude to these drivers for taking the fight to LU and trying to protect the work life balance and health of all drivers combine wide.

Its worth reminding drivers of the detrimental effects of fatigue that these shift patterns could cause. This is what we reported to you at the time of the original ballot:



*Scientific evidence has shown that certain shift patterns are more fatigue inducing than others. For example, moving from lates to earlies is deemed worse than vice versa. Shift work is bad for your health full stop. Studies have shown that it can take years from your life expectancy. Other studies by the World Health Organisation have shown that there are links to shift work and cancer.*

*Fatigue results in slower reactions, reduced ability to process information, memory lapses, absent-mindedness, decreased awareness, lack of attention, underestimation of risk and reduced coordination.*

*Fatigue can lead to errors and accidents and injury. It is often a root cause of major accidents. The Herald of Free Enterprise, Chernobyl and Clapham Junction train crash have all been attributed to fatigue.*

**LU have argued that our members need to be 'more flexible.' These shift patterns can literally send you to an early grave. How flexible do they want us to be?**

When the ballot papers arrive, ignore the videos from management and mess-room naysayers telling you this strike is a waste of time.

Ask them about the scientific data regarding the adverse effects of shift patterns on safety and health.

Vote **YES** to protect your work life balance. Vote **YES** to protect your health and life expectancy.

### **Join RMT today**

It is simple to join the RMT:

- ⇒ Scan the QR code,
- ⇒ Go to [www.rmt.org.uk/join](http://www.rmt.org.uk/join),
- ⇒ Call 0800 376 3706,
- ⇒ Talk to your local rep.



## CDP covid promise broken

During the COVID pandemic, CDP was suspended due to the need to social distance and health and safety reasons. A one-day supplementary course called Competence Verification (CV) was introduced to address any training needs that drivers needed addressing.

In July 2020 the Director of Line operations wrote to the RMT assuring us of the return of CDP in its current format. In his own words.

*"Once we get through the fallout of the ongoing COVID19 pandemic, we will revert to the pre COVID 19 CDP schedule."*

At a recent Directors 2A we held Nick Dent to account and told him that he has to stand by what he has wrote otherwise his word stands for nothing. We are awaiting his reply.

We are happy to discuss the content of CDP going forward but the plan to reduce it to two days, one day every six months is dangerous and unacceptable.

## NT being imposed on all Morden Links

Morden Depot does not do night shifts instead working on a link system of earlies, mixed and late Shifts.

Management have decided that they will impose NT on all the Links at Morden which will have a severe detriment on the Early and Mixed (which is the heaviest populated one).

So, for example drivers on a early link will be expected to work earlies for three days, then have a rest day, then two NT shifts followed by a forced rest day on a Sunday and the also rest on a Monday.

This will have a detrimental impact on drivers Health and sleep patterns. Anyone who is asked to do these NT shifts have a right to ask for a personal risk assessment.

Find the form at [bit.ly/3KqdiAf](http://bit.ly/3KqdiAf).

fight against it on the Piccadilly Line.

We need to be clear that all the attacks are coming thick and fast, and we must be ready, otherwise we will see our job changed beyond recognition.

## H&C 'operational restrictions'

Hammersmith & City line continue to have over 80 live "operational restrictions".

Operational Restrictions are extra measures that drivers, signallers and controllers need to take to avoid a serious incident. It shows that the system is not functioning as it should.

This effectively means putting duck tape over a leak.



The system is, at the same time, being relied on to keep our people safe on or around the track in sidings. The move from company responsibility to driver, signaller or controller responsibility has ramped up and has left our job in a more precarious place.

Training has been attacked and, unfortunately, the anti-trade union laws means we cannot industrially

## Essential Works

The Train's Safety Council had a very a productive meeting with the Environment, Maintenance and Renewals team this week.

These are the people who are responsible for essential works. There are currently over 100 outstanding essential

works combine wide. These can be anything from buildings infrastructure to repairing sub-standard toilets.

In the past reps would report faults only to see them taking too long to be completed or being lost in the ether.

The Safety Council have now put in a programme whereby

regular meeting will take place with this team. This will help us identify works that need completing as a priority and keep track all jobs being reported.

This will afford us more transparency and allow us to communicate issue to and from local safety reps who will in turn feed this information to members in the depot.