

May 2021



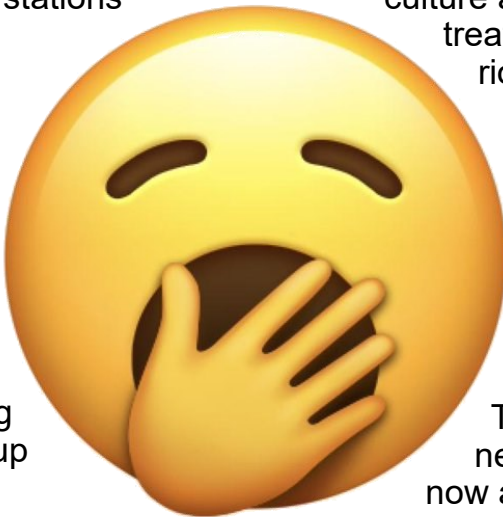
# upfront

health and safety special - [www.rmtlondoncalling.org.uk/safety](http://www.rmtlondoncalling.org.uk/safety)

## Management waking up to fatigue concerns

### *Fatigue working group back up and running*

In another step back to business as usual, RMT Reps from Trains, stations and service control have met with management and their human factors experts to get the fatigue working group back up and running.



This group have been meeting for a couple of years but were only starting to make progress just as the pandemic began to hit.

The obviously obstacle to progress was convincing management that this was a serious issue. Anyone at depots reporting they were fatigued to their manager was generally subjected to derision and asked if they were saying they were unfit for

work. The job of work the unions had was change the culture and start to treat the issue seriously.

Trials have previously been started on the Northern and Bakerloo trains.

The good news is that LU now appear keen to pick up from where

we left off pre-covid and look to getting this programme rolled out across the combine. It is early doors but we will keep you updated as events unfold.

One curious aspect of the meeting was

ASLEF's reluctance to discuss fatigue issues associated with shift patterns and Night Tube. Our genuine concerns were refused air-time as the issue would obviously embarrass them.

To be fair, they are in an invidious situation of, on the one hand, claiming to take fatigue issues seriously, while selling late turn / NT fatigue inducing shift patterns as a good thing.

We also raised concerns around the links between

'long Covid' and fatigue.

It was reassuring that Occupational Health and human factors have begun to look at this issue already.

There will be further feedback at

subsequent meetings. We will keep you informed.

*"The obstacle to progress was convincing management that this was a serious issue. Anyone at depots reporting they were fatigued to their manager was generally subjected to derision."*

The RMT and our Tier 2 and Upgrades reps, who regularly meet with senior management, are working hard to demand members are kept safe during the pandemic. If you have any H&S queries or concerns, please get in touch. For numbers ask your local rep or branch officers.

Martin Sherry

Jim McDaid

Gwyn Pugh

Carlos Barros

May 2021



# upfront

health and safety special - [www.rmtlondoncalling.org.uk/safety](http://www.rmtlondoncalling.org.uk/safety)

## Bond Street CCTV trial creates more problems than it solves

Four weeks ago, London Underground insisted on trialling six camera views at Bond Street, this is so they can remove the oblique views on the southbound platform.

Whilst we totally support and agree with their idea of removing these problems, in doing so they have created many more problems that put our drivers jobs at risk, by increasing the risk of customers trapped in doors and not being able to see an emergency stop signal.



Also, LU have admitted that the views do not meet the standard for scanning the PTI.

At a local level local Reps have fought to stop the Trial and when this failed it was referred up to Directors level, where we are awaiting a reply.

We encourage drivers that if they feel it unsafe to close the doors on this platform to ask for assisted dispatch and we will update you further when LU respond.

### Lateral Flow testing for Stock Training

Your Tier 2 Reps have met with management where they want to introduce Lateral flow testing for stock training to mitigate against close proximity working on trains and in cab during this course.

We have objected to this strongly, mainly because of the inaccurate and inconsistent results these tests can give.

Management insist these tests are extremely accurate, so much so that they insist the ratio of trainees to trainers (presently 2:1) will be increased to 4:1 with no extra time given to trainees to complete the course.

We have referred this to a Director's review as we believe the PCR test is the gold standard to be used, also if they want to increase the ratio safely, more time should be given to the trainees to complete stock training. We will update you when we get an outcome.