



Pay & Night Tube ballot result: it's a YES



The referendum ballot of members across London Underground over the most recent pay and night tube offer has recorded a vote of 84 % in favour.

General Secretary Mick Cash said:

"I want to pay tribute to RMT's members across London Underground who have stood rock solid throughout the long campaign of industrial pressure to secure a fair deal from the company over pay and night tube operation.

"Those members have now voted to accept the most recent offer from the company – an offer that was only made after the hard work by union reps in the negotiations backed up by the loyalty, determination and militancy of the workforce right across the tube network."

This matter has been considered by the National Executive Committee and LUL informed the offer has been accepted. The General Secretary has asked that the pay increase, along with backdated monies, is paid to us at the earliest opportunity.

In line with the above, the dispute situation with LUL over this matter is now resolved.

The next edition of Upfront will be an in-depth update on the Night Tube deal and what it means for train operators.

Stay safe - make sure traction current is switched off

We've raised concerns with LUL and the Office of Rail Regulation (ORR) about Train Operators leaving trains in tunnel sidings and being expected to leave with traction current still on.

The ORR confirmed that the default position as outlined in law, is that traction current should be 'off' in these circumstances. The ORR added that 'it is not for the Train Operator to request traction current off or for the controller to tell the Train Operator to come out with traction current still on'.

LUL advised us that they intend to set up a review of the activities that may be undertaken with traction current on, with justification given against the requirements of the Electricity at Work legislation.

H&S reps will update further the outcome of this review. **In the meantime no Train Operator should leave a tunnel sidings with traction current still on.**

Central line incident exposes danger of driverless trains



RMT says that Central Line falling concrete incident reinforces case against driverless trains and for protecting track patrols.

General Secretary Mick Cash said;

"This incident of falling concrete from development works above the Central Line is not the first of its kind and with whole swathes of London now a building site it rams home the dangers for the tube network as developers rush ahead with their projects.

"The incident could very easily have ended up in tragedy and reinforces once again the argument against lethal plans for a driverless tube network. RMT will also now step up the fight to defend and expand in-house track patrols against the threat of casualisation and privatisation."

Union action sees rules for filming in cabs established

Following a recent safety related incident incurred by a Train Operator whilst being filmed for 'The Tube' programme, the issue of filming in cabs was brought into sharp focus. You may recall this is the same programme which in an earlier series filmed and aired footage of a Train Operator in obvious discomfort following a person-under-the-train incident.

It subsequently materialised that there was no set procedure for filming in driving cabs

and that no Workplace Risk Assessment had been conducted for this activity. As a result of this we got LUL to cease filming in cabs until the necessary mitigations and controls could be identified.

We have now had the opportunity to conduct a WRA, which will be available for the safety reps on each line to tailor to their individual line needs.

However, some generic controls were established, these include that any filming will only be done with a fully briefed Instructor Operator and that in the event of an incident all filming must cease and film crew must leave the cab.

Breaches of agreements lead to second Piccadilly Line ballot

Piccadilly Line drivers have been balloted for the second time in six months over a number of issues. The previous ballot returned a strong YES vote, but as progress in talks has stalled a further ballot has been called.

Some of the Piccadilly Line issues include:

- Breaches of the agreed SPAD Management Processes
- Breaches of the Machinery of Negotiation
- Breaches of LUL's Attendance Management Policies
- Issues regarding the opening of Cockfosters Depot
- Spurious disciplinary action outside of the agreed CDI and LDI Processes.

The closing date for this ballot is **Tuesday 8th March 2016.**

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