



Bakerloo news



rmtlondoncalling.org.uk/bakerloobran
facebook.com/bakerlooline.rmt • @bakerloormt

November-December 2021

Prepare to ballot against cuts

The first report from the “independent review” into the TfL pension scheme has now been published.

Although the review acknowledges that the fund is in good financial health, it does not rule out making detrimental changes. Without assurances from our employer that our pension entitlement won't be cut, RMT has no choice but to prepare a ballot for industrial action of all members.

It's vital your details are up-to-date with the union, so your ballot is sent to the correct address.

Night Tube strikes

RMT has called strikes of drivers on Night Tube lines on 26 November, 18 December, and during all Night Tube hours in between (27 November onwards).

We want to stop the forcible imposition of night working into full-time drivers' rosters. The issue is one of principle that will affect other lines at Night Tube expands, or if drivers wish to move.

Support the strikes! See rmtlondoncalling.org.uk for more.



We need a minimum 50% turnout, and a minimum of 40% of all those balloted to vote yet, in any ballot to be able to call action.

The TfL pension fund is worth over £14 billion in asset size. There is no financial case for reforming it. Our bosses are going after our pensions in order to comply with Tory demands to make cuts, which were the strings attached to the funding bailout TfL received during the pandemic.

We say: frontline workers who've worked throughout that pandemic should not have to pay, with cuts and changes to our terms and conditions, for that financial crisis.

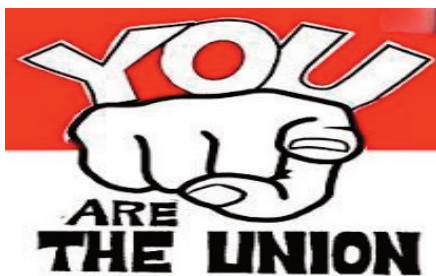
TfL/LU bosses and the Mayor should stand with us to demand a sustainable funding settlement from central government - as a minimum, the restoration of the grant the Tories cut in 2018.

The pension review, which delivers its next report on 11 December, could recommend closing the scheme to new starters, and move new starters onto a career-average (rather than final-salary) scheme. That might appear not to affect existing staff, but it puts us at risk in the long-term. With no new money coming into the final-salary scheme, TfL would have to de-risk the investments, meaning TfL itself would have to make up any shortfall in payouts, rather than making that money via investments. Eventually this would likely lead to TfL declaring the scheme “unaffordable”, and moving everyone into the career-average scheme.

Solid industrial action can push management back. They cannot run the job without us, so let's tell them that we won't run it at all unless they guarantee to maintain our pension arrangements.

Bakerloo News is a monthly newsletter from the Bakerloo branch of the RMT union. To submit a story for *Bakerloo News*, or to contact the branch, please email jimmcdaid36@gmail.com, or ring Branch Secretary Jim McDaid on 07917 131692

Defend conditions, defend the SRT



Pensions is not the only issue RMT will soon be balloting over.

Alongside the pensions review, LU is also reviewing all agreements, policies, and procedures across the job.

We won't accept detrimental changes to Framework Agreements, or revisions to the AAW that make it more punitive and restrictive. LU could try to penny-pinch by cutting our sick pay entitlement, currently 26 weeks for those with up to six years' service, and 39 weeks for those with over six years.

RMT Bakerloo organising meeting: Fighting cuts on LU

Wednesday 24 November, 16:00, via Zoom

With **John Leach** (RMT Regional Organiser) and **Riccardo La Torre** (Fire Brigades Union)

Log in at bit.ly/24nov-meet or using the QR code below:



Of particular concern for RMT Bakerloo, which organises workers in the SRT, is ongoing discussions about the SRT's role. We're not opposed to discussing some changes to the role of the SRT, but we believe some in LU management either want to scrap it entirely, or change its purpose fundamentally to make it an "anytime, anywhere" workforce, available for short-notice cover of any local absence across the network. The SRT was established to cover projects and events, not to plug gaps in local staffing levels caused by years of cuts.

Beyond the SRT, we could see attempts to reduce the staffing establishment in some areas.

Any and all attacks must be resisted.

RMT Bakerloo branch annual general meeting

Tuesday 7 December, 15:30

Upstairs at the Fountains Abbey, Praed Street, W2 1RL

Elect your reps and officers

Guest speaker: **John McDonnell** MP

Followed by Christmas social from 18:30, Royal Standard Bar, Sale Place, W2 1PH

Featuring buffet, raffle, and DJs

Drivers' news

Cab barriers

LU plans to remove the barriers that allow staff to socially distance in the area behind the driver's cab.

These were installed to protect Bakerloo drivers and allow them to distance while accessing and alighting the train. Bakerloo stock is unique in that drivers can only access the cab via the passenger saloon. Removal of these barriers will make distancing impossible. These barriers also provide a staff-only zone for other LU staff travelling on the train, to maximise distancing.

We want these barriers to remain. The pandemic is far from over. We are also heading into the winter months. The cost of maintaining these barriers is relatively low. Drivers feel let down by LU's plan to remove this protective measure.

LU would rather staff hung about on street corners at 3am waiting for taxis that sometimes never arrive than offer them a safe space to travel.

These safe spaces should be getting rolled out on all lines, not removed from the Bakerloo. RMT reps have escalated the issue to LU directors.

No to compulsory overtime After the Bakerloo drivers' timetable dispute in early 2020, an agreement was reached between the unions and management, at Acas, that no drivers would be subjected to compulsory overtime.

Too often, drivers would be on their last trip of a long day, and be informed that there was no relieving driver. The train then had to go into the depot. This results in the driver finishing way past the rostered duty time. The Acas agreement obliged management, in this scenario, to have to put the train away earlier. This ensured there would be no compulsory overtime. Over recent weeks, management appear to have forgotten this agreement. RMT reps have been putting pressure on LU to abide by this agreement.

If they continue to ignore this agreement the union will insist that we return to Acas. If necessary, we will escalate further.