



## NIGHT TUBE BRIEFING

September 2020

### FINANCES

The elephant in the room at the moment is the financial crisis and the effect it will have on everyone employed by LUL. So let's start with that: the Government requested a report from KPMG on the finances of LUL. KPMG is a multi-national accountancy company, one of the "Big 4" specialising in down-sizing and asset-stripping, their remit was to analyse working practices at LUL and identify cost cutting measures. This can only be bad news for Underground workers and passengers alike.

KPMG submitted their report last Friday (Sept 11<sup>th</sup>) to the Government which then allowed senior LUL managers sight of the document. **The RMT has submitted a Freedom of Information request to gain access to the document.** Unfortunately the document was so heavily redacted there were more black lines than there was information. The Government gave LUL 48 hours to respond to this useless document, with an instruction that they were to "fact-check" only. The Government and LUL are now engaged in intensive talks, 3 times a week until the end of the month.

In October the money in LUL's coffers runs out, so a deal has to be done to secure funding - £4 billion is required to keep us going for 18 months. It is only when those talks conclude that LUL will enter into talks with the RMT to discuss future plans.

### JOB SECURITY

We have a written assurance from LUL that NT will resume in April, and we have asked that they write to each individual NT driver to reassure you that this is still the plan. We are still waiting for them to confirm that they will do that. What we have at the moment is the Main Agreement between the RMT and LUL which guarantees jobs for all workers who are displaced through reorganisation. This agreement applies to all train drivers, full time and part time.

### TRAINING

The 2 in a Cab training pilot has been running for 3 weeks; despite a slow uptake the number of people completing their training is increasing. The pilot is due to finish in 3 weeks and we will then have a clearer understanding of when proper training will recommence.

### MOVEMENTS

It is recognised by both management and the RMT that the processes used to move T/Ops during Covid have been unsatisfactory, but also the least-worst option. The decision on how to select the TO21s to become TO23s was taken by both unions and management in good faith. Any option would have produced winners and losers. In fact, the Chair of Council described the system of 'secondments' as a "badly shaped, incorrectly-sized sticking plaster on a wound". As in so many areas of our lives, during Covid we are making compromises and introducing practices to cause as little harm as possible. Once training restarts we will be working to ensure that all NT T/Ops who may have suffered a delay in promotion or who have been held back as a result of the lack of training will be prioritised.

**ZOOM MEETING.** This Sunday (13<sup>th</sup>) at 15.00 please come along for a Q&A session. Log in details available from your local reps and on RMT WhattsApp pages.

Will Reid 07983 958429 - Paul Shannon 07800 808297 - Vaughan Thomas 07720 297657

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