



ASLEF/LU Olympics “deal” turns out to be a marathon for drivers.



(Or Carry On... just one more rounder driver!)

To the shock of every driver on the combine the ASLEF/Management alliance has cooked up behind closed doors a so called ‘Olympics deal’. At the heart of this deal is the ripping up of our hard earned driving parameters that form our Train’s Framework Agreement. In essence, ASLEF/Management want to run a 21st Century railway with 19th Century terms and conditions.

Under the ASLEF/Management deal during the Olympic period LU can instruct you to:

- **change your duty at short notice**
- **move your duty off shift (early to late etc...)**
- **work up to 03:00 hours on any night**
- **up to 9 hours at weekends**

(that’s 9 and a half hours by the time you factor in your unpaid meal relief).

All this at a time when there will be increased passenger numbers of up to 500,000 a day in excess of those we normally carry. An Olympic driving marathon by any standard; and all for a one off payment of £350 (£500 pre-tax).

This ASLEF/Management deal rips up our Framework Agreement that was negotiated and supported by industrial action during the 1990’s in the aftermath of the last company plan. This is a ‘back to the past’ deal that prevents the recruitment of new drivers which would ease the worst effects of another non RMT agreed deal, the ASLEF/Management 2009 agreement, that has seen depot

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numbers cut to the bone resulting in routine refusal of outstanding annual leave among other things. The RMT believe that significant numbers of new drivers need to be trained up to carry the Olympic Torch in all depots for the period of games and as a legacy to ease the pressure on us all. This ASLEF/Management Alliance deal is attempting to put a nail in the coffin of that idea.

The RMT Olympic position has been make clear to LU: a substantial one off payment with no strings attached and no agreements for sale; if we need more divers then train them. We do not want to open a Pandora’s Box with the temporary suspension of safety agreements! In the coming years management will be trying to use the increasing automation of lines through the upgrades projects to further dumb down your job. LU will

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TRAIN DRIVERS COALITION OF SOLIDARITY

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attempt to roll out madcap ideas such as cross line working, non driving duties such as checking tickets and increasing flexibility by abandoning agreements such as our Framework Agreement. You don't need to be mystic Meg to guess where all this could lead to. We would be fools to agree to

negotiate a deal that protects your hard earned agreements and gives you decent reward and looks at ways of delivering an Olympic service. But we need to make sure you the members are included in this debate rather than just sidelined and have your concerns ignored.

To this end the RMT has made it

MEETING FOR ALL TRAIN STAFF

Justice for Jayesh Patel and James Masango

Also a discussion on the Olympics

Speaker

PAT SIKORSKI

RMT Assistant General Secretary

14:30 hours

Thursday September 29th

Upstairs in the Red Lion
Kingly St, London
near Oxford Circus tube station



"if we can convince drivers that it's 1880 we might get a 10 hour day out of them!"

this nonsense. It just beggars belief that the ASLEF Trains Functional Council could be so naive! Ordinary train drivers will suppose it is easy for them to agree - they won't be the ones driving 9 and half hour shifts, we will.

The RMT believes that drivers are worth more than this and are willing to

clear to LU that our negotiators have not signed off this deal. We have asked for a consultation meeting of local reps and head office officials so our member's views can be heard.

If we stand together we can get the deal we deserve. Rest assured, the RMT will not be flogging our agreements on the cheap.

RMT General Grades Committee raises concerns on ASLEF / LUL Olympic agreement

The RMT General Grades Committee met on September 14th. Below are the main areas of concern the national union will be dealing with:

- **The deal includes nine-hour duties at weekends. This is not acceptable to our members, who see it as turning back the clock, worsening working conditions, and putting themselves in danger of fatigue.**
- The deal allows management to change drivers' rest days, and to change duties at short notice.
- **The deal allows management to roster drivers' working hours longer than the 36-hour week normally worked, up to 42 hours.**
- The changes to the Framework Agreement are presented as 'temporary', but we can expect LUL to use this as an opportunity to make permanent changes to the detriment of drivers' working conditions.

• **The payments for overtime and longer duties are not clear, and may not be as generous as they are being presented.**

- Being paid overtime rates to do overtime is not a special deal for the Olympics, but a standard practice.
- **We believe that the changes to the Framework Agreement mentioned above are not necessary, as London Underground could achieve the enhanced train service needed for the Olympics by recruiting more drivers from the many other employees who have applied already or wish to apply.**
- We note that during the Olympic Games, LU expects there to be three peak periods each day and a massive increase in passenger numbers that will lead to crowded trains and crowded platforms at nearly every station, with all the difficulty that causes for drivers and for other grades.

In numbers

9

The number of hours ASLEF and LU want you to work at weekends

500,000

The estimated extra amount of passengers that will be using the tube daily

6

The amount of tunnels that Bakerloo drivers will work. ASLEF signed away the maximum 5 and a half tunnel agreement

3

The amount of Peak periods during the Olympics

£500

The paltry payment to rip up our framework agreement