



London Calling

News and views from RMT's London Transport Regional Council

www.rmtlondoncalling.org.uk

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United We Can Stop This Jobs Cull

RMT is determined to fight attacks by both London Underground and Tube Lines on jobs and conditions. As the disastrous Public-Private Partnership (PPP) policy falls apart, our employers are using this and the economic crisis as an excuse to decimate our jobs and rights on both companies.

The only 'partnership' left in PPP is the two companies' shared determination to make their workforce pay for a crisis that we did not make.

TfL has finally admitted its plans for widespread de-staffing of London Underground stations, with the loss of 700-800 jobs. This follows months of warnings from RMT about the company's intentions, and several leaks - which at the time, management dismissed as 'scaremongering'.


TfL assures us that there will be no compulsory redundancies (which they have to say, because the unions won a commitment to this through industrial action in 2001). But job cuts hurt, even without compulsory redundancies.

700-800 jobs to go

450 SAMFs (ticket sellers)

150-250 other station jobs, mainly CSAs

100 managers (stations & trains)



"RMT will mobilise a public and political campaign, including a ballot for industrial action if need be, to stop these lethal attacks on jobs and tube safety."

RMT General Secretary
Bob Crow

THE EFFECT ON STATION STAFF

- Your job could go.
- You could be displaced or redeployed into a job you would not have chosen.
- You will have less chance of being transferred or promoted into the job that you want.
- If you are a reserve (or forced onto the reserve), you could have to work at lots more stations.
- Even if your job stays, you will have fewer workmates and therefore a higher workload.
- You will be more vulnerable and less safe at work.

THE EFFECT ON DRIVERS, SERVICE CONTROL AND OTHER GRADES

- Station staff may not be there to help you during an incident eg. one under, PEA, assault.
- Dealing with an incident alone, you are much more likely to get the blame if something goes wrong.
 - LU will expect drivers to take on responsibilities that station staff previously performed eg. 'self-despatch'.
- You will have fewer opportunities for redeployment if you want or need to move into a stations job.
- When London Underground has finished decimating stations jobs, it will come for yours next.

Tube Lines is desperately trying to find savings after the PPP Arbiter refused it the money that it said it needed for the second 7½-year period of its contract.

Rather than delve into the big profits of its parent companies (multinationals Ferrovial and Bechtel), it would rather take the money from workers by getting us to work harder in worse conditions. We are likely to see moves such as: getting rid of our banked rest days; imposing new, anti-social rosters; allowing last-minute duty changes.

RMT has written to Tube Lines giving the company until Thursday 18 March to give concrete assurances that they will pull back from attacks on jobs, safety and working conditions. Unless we get these guarantees, we will ballot members for industrial action.

LUL plans to savagely cut ticket office opening hours, with some opening for as little as an hour at a time.

London Underground claims that this is because of a 28% reduction in transactions at the ticket office window. But:

- LU plans to cut SAMF jobs by more than 28%.
- There has been an increase in transactions at POMs, which creates more work for the SAMFs who service them.
- The reduction has occurred mainly because London Underground has deliberately driven people away from ticket offices through harsh and unfair policies such as the £5 minimum Oyster top-up.



TfL claims that its plans will create a 'safe, efficient and transformed Tube'. However:

The Tube will not be 'safe' with hundreds fewer staff - it will leave passengers and staff vulnerable to accidents and assaults, and unable to cope properly with serious, even life-threatening, incidents.

The Tube will not be 'efficient', as without enough staff, it will not be able to provide the reliable and comfortable services that passengers want.

The Tube *will* be 'transformed' - into a barely-staffed system in which services become unreliable and passengers find it hard to find the help they need.

RMT is determined to fight these job cuts, and everyone is welcome to be part of our campaign. Here are a few things you can do:

- Add your name to our online petition <http://petitions.number10.gov.uk/StaffOurStations/>
- Make sure that you are a member of RMT, and that the union has your up-to-date details (address, grade, location).
- Show this newsletter to workmates and encourage them to join.
- If short-staffing causes any problems where you work, report it!
- Regularly check our website: www.rmtlondoncalling.org.uk, and our special 'SOS: Staff Our Stations' webpage (www.rmtplatform.org.uk/sos) for updates.
- Text 07910-202225 to order campaign materials, such as our 'SOS: staff our stations' stickers. Give leaflets to your friends, family and neighbours.
- Go to your next RMT branch meeting and/or grades committee meeting.



TOO MANY STAFF?!

London Underground claims that 'we generally provide more staff in the morning peak than is necessary', which will come as a surprise (or perhaps a sick joke) to staff who work flat out during the morning peak, and to customers who need help but find that staff are not available.



Management admit that London Underground needs more station staff at weekends, but as they plan to combine this with big cuts in weekday staff, this will lead to more weekend working, and thus more anti-social hours.

LUL plans to scrap 150-200 CSA positions. We need *more* staff during the morning peak, not fewer; and we need more staff at weekends *as well as*, not instead of, during the week!

The biggest change to the role of the driver since we lost guards is under way: LU's 'Operational Effectiveness Programme'.

The purpose of this programme is to replace a number of drivers' current rule book practices with procedures not requiring the use of station staff. When drivers lost the guard, we were told, 'Don't worry, there will always be station staff there to assist'. Not for much longer if LU gets its way.

Just one example of many in the pipeline: LU wants to change procedures for defective OPO equipment. Now, if we have defective platform mirrors and monitors, station staff on the platform act as the drivers' eyes for the rear of the train; vital for platforms with a curvature. Station staff and the driver work together to ensure a safe departure. LU wants to change this to 'self dispatch': drivers getting off the train, looking back down the platform, running back to the driver's cab and proceeding. To hell with what could happen in the time it takes the driver to get back up the front of the train!

Drivers are fully aware of how important station staff are to the safe operation of the railway. We rely on station staff for assistance with everyday issues such as defective mirrors and monitors, defective doors and SPADs, as well as the more serious one-unders, tunnel evacuations and bombs on trains.

The loss of station staff would not just be felt from Aldgate to Amersham stations but at every train crew depot on the Underground.

Cuts and Changes Hit Drivers

PASSENGERS OPPOSE STAFF CUTS

- Customers want more staff, not fewer.
- Our CSS bonus shows that customers want staff.
- People interviewed by TV reporters on the day TfL announced the cuts clearly opposed them.
- Public opinion helped us to defeat London Underground's last attempt to cut and close ticket offices in 2008.

Join



- Get a form from your local RMT rep
- Phone 0800-376-3706
- Join online: www.rmt.org.uk/join