



upfront

www.rmtlondoncalling.org.uk/trains - July 2021 - Strike Special



Responding to Misleading Management Claims

Management have tried to run a rubbishing campaign on our important dispute, using their private platform Yammer from which the unions are banned.

However, the majority of our 1600 RMT train members, and drivers from either union or none, recognise the proposal to ditch the night tube grade and increase night and weekend working is bad for us all, and are willing to take action to reverse it.

In this newsletter we look at some of management's inaccurate claims, and respond to them.

719 The number of drivers who voted against the plan to increase our weekend and night working.

Management claim that this is just a minority of drivers, but it is a clear majority of RMT members; the union who is fighting to protect jobs and work life balance.

7 The number of people, 6 ASLEF TFC reps and the TFC chair who forced through the change that will impose night working on all drivers at every depot apart from one unless you can beg to get rid of it. For those depots that currently work Nights the frequency you work them is likely to be doubled.

0 The number of drivers that either the company or ASLEF gave the chance to vote on this poor proposal, presumably because both knew it would be very unpopular amongst the majority.

5 The number of lines management claim are affected by these plans.

100% The number of drivers at risk of increased weekend and night working. Until this point the principle that we don't drive in passenger service after 0130 or before 0445 was clear apart from New Years Eve which is voluntary and the reimbursement is significantly

ACAS UPDATE

RMT met with management at ACAS for the second time today (Wednesday 21st of July).

Following the meeting, Regional Organiser John Leach updated members with our three key demands at the meeting:

1. No London Underground driver is forced to work Night Tube who doesn't want to - it has to be voluntary.
2. That job numbers are protected. It is RMT's position to fight every job cut.
3. Work life balance - shift work - is made no worse for our members as a consequence of managements plans.

We meet at ACAS again next week and more updates will be coming soon.

Join train drivers' union RMT today

- It is simple to join the RMT:
- = Scan the QR code,
 - = Go to www.rmt.org.uk/join,
 - = Call 0800 376 3706,
 - = Or talk to your local rep.



All LUL Train Operators are instructed not to book on for any duty

- Commencing from 12:00 (noon) on 3.8.21 until 11.59 on 4.8.21
- Commencing from 12:00 (noon) on 5.8.21 until 11.59 on 6.8.21
- Commencing from 12:00 (noon) on 24.8.21 until 11.59 on 25.8.21
- Commencing from 12:00 (noon) on 26.8.21 until 11.59 on 27.8.21



higher.

This has now been broken, opening the door to further detrimental changes at any depot. Our framework has been ripped up and only the RMT action can put it back together.

Management can now very easily roll out NT to other lines. Management no longer need to employ new people in the NT grade to introduce night working at new locations, they just need to change rosters with the minimum time required; just a few weeks

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0 is how many jobs management falsely claim are at risk.

200 is the number of part time positions that have been scrapped. Neither working hours nor job numbers were protected or even considered when ASLEF proposed that management scrap the NT grade and give all the weekend and night working to full time drivers.

There is no guarantee that the hours or number of jobs that were formally in the NT grade will be added to the current T021 grade numbers.

This is something any union worth its salt would have made key to any offer, and is a guarantee the RMT is demanding management make.

If there really will be no loss of jobs or hours, it is a simple demand for management to meet by making this guarantee.

We have to look at this in terms of the further battles coming too. We know that jobs, pensions and Ts & Cs are all potentially under

threat, so we can't be signing off detrimental deals that don't even take account of protecting against job losses or other crucially important details.

4 You might get Night shifts come up 'maybe' 4 times a year, management claim.

0 Guarantee on the amount of night work that will be on your roster either now or further in the future.

It isn't just nights, in many cases the whole week or two may well need to be swapped due to the need for rest days or for going from nights to lates, so then we are looking at 8 weeks being messed up, not just 4 weekends - which is bad enough anyway!

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41 The number of staff management explain wanted to remain part time once the NT grade was ditched.

0 The number in future who will get part time night weekend roles in the grade now that Night Tube has been ditched. 41 people is a sizable chunk of the 200 former NT drivers yet LU has closed down this family friendly route for more people to get into the train op grade in future.

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3800 The number of drivers who risk having to work more weekend and night shifts.

0 The number of senior managers or ASLEF TFC who will have to work more (or indeed any) weekend and night shifts as a part of their plan to ditch the Night Tube grade. RMT TFC however go back to driving after their 3 year term is up.

A threat to all lines

If you work on a non Night Tube Line the plan to scrap the Night Tube grade and rip up agreements is a threat to you too.

Until this dodgy deal was made, full time train ops never drove in passenger service between 0130 and 0445. Now that has been ripped up and our framework changed forever, unless we stand firm in the RMT dispute.

We know too that NT will be going out to more lines, with the District line probably next. Until this bad plan to scrap the NT grade, management would have had to recruit more drivers to introduce NT at a new location. Now all they need do is tweak your roster with a few weeks notice and alter your work life balance permanently.

Agreements Threatened

As a part of this deal, management and ASLEF decided 7 agreements could be altered, with no detail about what these alterations will be. How does that bode for further attacks on jobs, pensions and Ts & Cs that we may face? Join the RMT action to make clear we won't allow our agreements to be ripped up.

No plan for jobs

The proposal that the Night Tube grade be scrapped gave no thought to the protection of jobs, or hours of employment from that grade.

We can't allow bad deals with that sort of critical error to happen now or in future. Make clear to LU that you protect jobs - including your own. Back our action!