

RMT *news*

Essential reading for today's transport worker

Network Rail to pay up for night workers

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EDITORIAL

PRIVATISATION IS NOT WORKING



This month an RMT delegation will travel to Paris to take part in an international demonstration against EU diktats that demand the privatisation of rail networks across the bloc.

Rail workers across the EU do not want to see their industry endure the disastrous British experience of fragmentation and privatisation and we should know by now what so-called rail 'liberalisation' really means.

Even MEPs are turning against rail privatisation after over 200 of them went absent without leave last month rather than rubberstamp the EU's so-called third rail package, leaving the plans in limbo.

EU demands for the tendering of Caledonian MacBrayne's lifeline ferry routes have also been a colossal waste of money after it emerged that publicly-owned CalMac was the only bidder.

The hard reality is that the private-sector's supposed ability to conjure up savings is an illusion achieved simply by slashing services and cutting jobs, pay and conditions, and the public ends up paying more for less.

This process can be clearly seen as the motivation of ISS in its plans to sack more than 200 cleaners on London Underground after Tubelines slashed the value of their contract. The union has asked mayor Ken Livingstone to intervene to stop this callous cull.

However, the mayor seems more preoccupied with blaming RMT for his plans for late-night running being in disarray. Yet it was the mayor who has insisted on a link between last year's pay rise and late-night running, not RMT.

There are also many issues still to be resolved around late-night running, including rosters, how staff are going to get home, how many extra days holidays there would be and the need for increased levels of policing.

On the third anniversary of the tragic events at Tebay, when four RMT members were killed by a

runaway trailer, nothing much has changed which would make a similar tragedy less likely. In fact, since Tebay, there have been ten other reported runaway incidents within engineering possessions.

Again and again RMT has asked Network Rail for an action plan to deal with deficiencies identified, but so far they have failed to deliver.

It is unacceptable that NR does not have direct control of road rail vehicles for the simple reason that it does not own any. Currently, RRVs are still used on renewals by private contractors. The obvious thing to do would be to bring renewals back in-house.

This union has been at the forefront of the campaign for trade union rights and next month sees the publication of John McDonnell MP's Trade Union Freedom Bill.

Therefore it is deeply troubling that the European Commission has seen fit to launch a green paper proposing an end to collective workers' rights as we know them.

RMT will be arguing strongly to oppose these proposals as well as demanding that this government gives us back trade union rights taken from us by successive Tory regimes.

I would urge members to get along to a public rally in the House of Commons on March 1 at 7 pm to promote John's excellent bill.

There will also be a demonstration in London on February 24 against plans to renew the Trident nuclear missile weapons system. The TUC has made clear that the hugely expensive development of weapons of mass destruction will not stop wars.

Moreover, billions upon billions of taxpayers' money will be wasted. Those billions should be spent in more constructive ways - such as fighting poverty and combating the pressing issue of climate change.

Best wishes

Bob Crow

SOUTH WEST TRAINS THREATEN GUARDS' JOBS

In a clear breach of existing agreements, South West Trains wants to remove the guards' responsibility for opening train doors during station stops by transferring the task to drivers by the end of the year.

Presented as a measure to improve performance and safety, it is, in fact, anything but. It is a creeping attempt to ultimately introduce driver-only operation (DOO) onto the franchise and transform the guard's role into a more commercially-oriented one, concentrating on revenue-collection and the like.

In addition, drivers will be burdened with an extra responsibility when they should be concentrating solely on their task at hand – namely, driving the train.

SWT reps met at RMT head office in London earlier this month for a full briefing on the issue and to discuss a strategy to defeat the plans.

"The company has stated that drivers will now be responsible for opening train doors at stations and guards will now only close them," said RMT general

secretary Bob Crow.

"There can be no doubt that such an arrangement will be a breach of current agreements the union has made with the company and will, if implemented, further diminish the operational role of the guard, putting members' jobs and safety at risk," he added.

RMT has made clear it will not accept any dilution of the guards' responsibility or role on the train, as this will be a further attack on jobs.

The union is initiating a campaign, with the co-operation of regional councils, branches and the wider membership, in order to defend the role and responsibility of guard members.

"These moves represents the thin end of the wedge and if unopposed will certainly lead to the imposition of DOO.

"That's why RMT advice to our members at South West Trains must be: Keep your key – keep your job. Let the driver drive and the guard guard. Say no to driver-only operation," he said. ■



CENTRAL TRAINS BALLOT

More than 550 RMT senior conductors in dispute over the imposition of a centralised rostering system at Central Trains are to be balloted for further industrial action.

The conductors struck solidly for three days over Christmas and New Year and their ballot for strike action remains valid.

Despite some subsequent progress at talks through Acas, the dispute remains unresolved and the conductors are voting on action short of strike to enable members to refuse to undertake revenue duties.

The company has agreed not to introduce the disputed rostering system any further without agreement, but refused

to withdraw it from the nine depots where it has already been imposed.

They have also made it next to impossible for the union to talk to members about the progress of negotiations by obstructing RMT reps from going about their business, including the bizarre decision not to pay those who attended the recent talks at Acas.

"Strangest of all they have made an absurd attempt to hold the union to ransom by saying they will drop disciplinary charges arising out of the dispute against one of our members if we drop the dispute," RMT general secretary Bob Crow said. ■

LEVEL CROSSING CALL AFTER DELNY COLLISION

RMT renewed its call for the elimination of level crossings with public roads following a tragic accident at Delny near Invergordon.

"It is tragic that there has been another death and serious injuries in another collision between a train and a road vehicle at a level crossing," RMT general secretary Bob Crow said.

"It is fortunate that the train was not derailed and that serious injury to the train's passengers and crew appears to have been avoided.

"But the tragic fact is that every level-crossing collision is avoidable, and the time is long overdue for a programme to eliminate level crossings from Britain's railway network," he said.

Every year there are scores of level crossing incidents, including a number of collisions between trains and road vehicles, and the Railways Inspectorate has long identified level crossings as the biggest single danger on today's railway network.

On Network Rail's own figures it would cost an average of £1 million to replace each level crossing with an underpass or road-bridge - that's about half the cost of a mile of motorway.

A ten-year programme to replace the 1,700 crossings where the railway interfaces with public roads would cost less than £2 billion - that's about £200 million a year. ■

MORE TRAIN LESS STRAIN

Tony Ambrose of More Train Less Strain outlines why passengers are revolting against First Great Western

More Train Less Strain's fare strike caught the public imagination and struck a raw nerve with the Department of Transport and FGW.

The illegality of the protest also seemed to excite the media.

Over 2000 normally quiescent commuters showed themselves willing to risk prosecution in the name of a decent train service. But what else could we do?

We were and still are at our wits end. We are ordinary people who just want to know that we can get to and from work or college more or less on time.

Until December 10 there were few cancellations, three quarters of trains arrived more or less on time, and you could always get onto the train, though you might have stand for your journey.

From December 11,

cancellations rocketed as FGW tried and failed to operate a slimmed down timetable. Punctuality became an irrelevance as train timetables totally disintegrated.

The greatest concern was not whether your train would arrive on time but whether you could get on the next train or the one after that. There are many stories of scores of people left on station platforms whilst several full trains passed through, and they are all true.

I have seen them and been with them. I doubt that Tom Harris or Alison Forster risk taking a FGW train to work.

So have we achieved anything? We have raised the public profile with huge support from RMT, MPs and the media. Both FGW and the government continue to deny responsibility and blame each other but there is some movement.

WORST LATE WESTERN

Class Cattle Truck	Ticket type Standing Only	Adult ONE	Child NIL	SGL
	Issue Date 22-JNR-07	Number 666		
From HERE	Valid until 22-JNR-07		Price up12%	
To THERE	Route HELL & BACK			

FARE STRIKE

FGW has got hold of eight or 12 coaches from its sister company Trans Pennine, and (if we are to believe government promises) they assure us that they are here to stay. However, that still means we are a number of caches short of the complement on December 11.

Punctuality remains a word that FGW still don't understand and the level of cancellations remains appalling. A new phenomena is that we now frequently see HST's cancelled.

But at least we do have a better chance of getting on the trains as some have increased by one or two coaches even if they remain full to bursting. However, the number of coaches remain unpredictable from one

day to the next and people are still being left behind at Oldfield Park and Keynsham.

So what do we want? First, we want others to organise their own protests from Penzance to Paddington. Second, we want the DfT to admit their share of responsibility and to review the terms of the franchise. FGW always had a poor punctuality record and they should lose the franchise, giving the government the opportunity to rewrite it. Thirdly, we must have the re-nationalisation of our railways and this chaotic franchising system. Whoever dreamt it up must have been reading too much Kafka. ■

www.moretrainlessstrain.co.uk



NO TICKET OFFICE CUTS

Rail franchise holders at 'one' and Southeastern are both attempting to reduce ticket office opening hours and cut jobs and RMT has launched campaigns to stop the cuts

NO SOUTHEASTERN TICKET OFFICE CUTS

RMT has produced postcards to oppose plans by the Southeastern franchise holders to reduce ticket office opening hours at dozens of stations from April.

Former franchise operator South Eastern Trains (SET) also proposed these cuts. But, following a huge public outcry and a determined campaign, they were withdrawn.

However, Southeastern want cuts to ticket office hours at stations including Ashford, Crofton Park, Dover Priory, Hastings, Lower Sydenham, New Beckenham, Rainham, Sandwich, Swanley and Wye.

These latest plans will lead to a reduction in service quality, discourage rail use and mean that more passengers will be left alone, particularly in the evening and at the weekend.

The use of ticket machines

are no substitute for trained staff that can advise on the full range of ticket and route options available..

HOW CAN YOU CAN HELP

Ask your MP to sign Early Day Motion 751 against the cuts tabled by Gwyn Prosser MP.

Send off the two postcards available from head office to show your opposition.

'ONE' RAILWAY CUT TICKET OFFICE JOBS

Ticket queues are growing longer on 'one' Railway because the company has cut dozens of ticket-office jobs.

When 'one' was awarded the franchise they promised to take on an extra 40 front-line staff – but last summer they cut 32 ticket-office jobs.

As a result, more windows are closed more often, while

some ticket offices are closed altogether for parts of the day.

The union has pointed out that self-serve machines are unreliable, tickets bought online are often wrong - yet 'one' Railway's approach has made it more difficult to sort things out with a real live member of staff.

"As the queues grow, there is more frustration and more delay. Hardly surprising that 'one' Railway came rock-bottom in last year's national passenger satisfaction survey.

"For the rail staff trying hard to provide a service, it means more stress, more abuse and, worst of all, more assaults," said general secretary Bob Crow.

Thanks to RMT campaigning, a few ticket-office jobs are being restored, but there are still far too few to cope with growing passenger numbers.

The union advises any irate passenger not to take their frustrations out on staff but to write to 'one' Railway managing director Andrew Chivers at Oliver's Yard, 55 City Road, London EC1Y 1HQ, or email him on andrew.chivers@onerailway.com

You can also write to your MP and urge him or her to take up the issue - you can email easily by visiting

www.writetothem.com



UNION WINS INCREASED LEAVE PAYMENTS FOR NETWORK RAIL NIGHT WORKERS

Network Rail finally accepts liability that it incorrectly calculated annual holiday pay

Network Rail has finally accepted liability that it had incorrectly calculated annual holiday pay entitlement for night workers.

This will mean that Network Rail employees from signallers to maintenance staff that engage in night work will now be able to claim holiday pay based on the night rate rather than receiving day rate as is currently the case.

General secretary Bob Crow said that it was a "massive victory" for night workers at Network Rail and called on the company to deal with the issue of arrears for staff affected.

For some time the union had been pursuing a Employment Tribunal case with Network Rail bought by night shift workers formerly employed by Balfour Beatty over the refusal of the company to pay the rate of pay for nights when members are on annual leave.

"The union has always taken the view, in accordance with the Working Time Regulations and backed by legal advice, that members who regularly work nights must receive the enhanced rate of pay when on annual leave," Bob said.

The Working Time Regulations 13 and 16

provide that a worker is entitled to four weeks' leave per year and that payments for such periods of leave is to be made at the rate of a week's pay in respect of each week of leave.

Reg 16 clarifies that a week's pay is to be calculated in accordance with the provisions of sections 221-224 of the Employment Rights Act 1996.

Payment when attending training courses was also part of the ET claim. This is not covered by legislation but by the terms and conditions of employment.

RMT has requested an undertaking that management will pay members in accordance with current agreements and deal fairly with the issue of the amount of the payment and arrears owed staff as a result.

The company is presently claiming that it only has to pay the enhanced rate for 20 days of holiday entitlement and will only pay day rate for the remaining days.

"This sort of penny-pinching may be within the law but it is not in the spirit of Network Rail's admission that it has been illegally underpaying staff for some time," Bob Crow said. ■



TUBE STAFF BALLOTTED OVER PAY

Around 6,500 RMT members working in all grades across London Underground are to vote on strike action over the failure to pay a four per cent rise that should have been signed and settled by April 1 last year.

The RMT executive is urging members to vote decisively for action after the union spent ten months in fruitless attempts to get London Underground to enter meaningful negotiations. The ballot will be concluded by mid-February.

"We have spent months trying to get London Underground to negotiate sensibly with us, but our members have still not

received a pay increase that was due on April 1 last year," RMT general secretary Bob Crow said.

"We were asked to submit our pay claim in good time and we did so, but LUL did not enter talks at all until after last April's anniversary date.

"They have since spent the best part of ten months stonewalling, insisting on a multi-year deal and attempting to link the pay talks with entirely unrelated issues," he said.

LUL could not even give a pledge not to impose new draconian disciplinary and

attendance policies over the course of any long-term deal.

RMT has made it clear to LUL for some time that failure to pay the four per cent that should have been implemented last April would result in a ballot for strike action.

"LUL can avoid industrial action by paying the increase that is due to our members, but they should understand that RMT members are prepared to defend the gains they have made in recent years," Bob Crow said. ■

EU RAIL 'LIBERALISATION' PLANS HITS THE BUFFERS

European Union plans to develop a 'market' in the rail sector across bloc took a blow last month after the so-called 'third rail package' failed to get through the European parliament

Over 200 Members of the European Parliament failed to turn up last month to rubber stamp the Third Railway Package which would have enforced competition within and between national EU rail networks.

As a result, the proposals to 'liberalise' domestic railways from 2017 did not gain the required majority of 393 votes and will be put on ice indefinitely.

The Jarzembowski report had demanded the 'liberalisation' of rail passenger transport in the form of 'open access' for international transport from 2010 and national rail passenger transport from 2017.

The Third Railway Package was proposed by the European Commission in March 2004 and focused on international services and problems related to cross-border operation (so-called 'interoperability').

The rules would also extend to suburban and regional railways.

RMT general secretary Bob Crow wrote to British MEPs urging them to reject proposals for the privatisation of rail passenger services.

"Rail workers and the travelling public have had considerable experience of the devastating failures of rail privatisation and these proposals will make matters even worse in the UK," he wrote.

Report author and German MEP Georg Jarzembowski complained that MEPs from France and the Netherlands did not vote in favour of the liberalisation deadline, although "the proposal was based on a compromise between the conservatives and the socialists".

He also ranted about the fact that "France and the Netherlands protect their

state-owned operators and favour market shares over citizens' interests".

French and Dutch citizens also voted against the EU Constitution which Brussels currently trying to impose anyway.

PRIVATISATION

Bob Crow pointed out that 'open access' competition would only introduce further fragmentation, fewer services or even more public money to keep the current level of rail services.

"These proposals entrench the disastrous separation of rail infrastructure from rail operations and perpetuate the system where private train operators will seek to maximise profits from direct public subsidy or the indirect subsidies that states provide for rail infrastructure," he said.

He also warned that rail passenger 'liberalisation' would force smaller and poorer member states simply to sell off national assets to virtual monopolies based in the larger states.

"Before Brussels decides how member states should run their railways why not ask what rail workers and the travelling public think of these plans which only benefit corporate interests?" Bob Crow said. ■



DESERTED: Rail strikes in Belgium, France, Greece, Spain, Luxembourg and Portugal were called late last year in protest against a proposal by the European Commission to open 25 per cent of the rail freight market to 'competition' over the next 10 years.

EU RAIL PLANS “BAD FOR COMMUTERS”

New research shows that EU rail ‘liberalisation’ would be “bad for commuters” and hinder the development of suburban railways that are “essential to tackle congestion and environmental problems”.

With climate change and environmental issues topping the agenda, there are increasing calls for more energy-efficient means of transport, including rail.

However, with the adoption of two packages of rail legislation that aims to open up rail transport to competition, the focus of the EU over the past 20 years has been to hand rail over to the private sector.

This process is most advanced in the UK, after the privatisation of British Rail in 1996 carried out on the basis of EU rail directive 91/440 introduced on July 29, 1991.

New research warned that the third legislative package could severely hinder the development of short-distance operations, according to rail and public transport operators.

The new study, conducted by the International Association for Public Transport (UITP), reveals that the application of ill-adapted, overly bureaucratic rules could hinder the development of a transport sector crucial to helping European cities deal with congestion and pollution problems.

According to UITP figures, the use of regional and commuter trains helps the EU avoid each year 24 million km of traffic jams, 30 million tonnes of CO₂, and 1,312 human deaths and 36,800 injuries.

UITP Regional Railway Committee chair Michel Quidort said: “The trend to encompass all railways in the same policies and to request the same inter-operability demands and technical specifications is hindering the development of regional rail”.

On certification of train crew, the UITP also believes that the single driver licence proposed by the Commission is “in contradiction with the need to have specific knowledge of the line and the rolling stock”. ■

Parliamentary column

SHAPING TRANSPORT POLICY

RMT’s parliamentary group recently met Rail Minister Tom Harris who agreed that unions should be fully consulted in the development of the forthcoming revised rail strategy and also agreed to be a keynote speaker at an RMT parliamentary rail seminar in the spring.

The group, chaired by John McDonnell MP, has been active in opposing rail cuts on Great Western Services, intervening in the recent adjournment debate and laying down early day motion 331. The RMT group is also organising a delegation of MPs from the region to meet both the minister and First Great Western.

On London Underground, the government has agreed to setting up a working party made up of the government/RMT/FBU/TUC/London Underground and the Fire Brigade.

It will identify the differences between the regulations introduced after the Kings Cross Fire and the government’s Fire Safety Order.

ISS plans to sack over 200 London Underground cleaners on the Jubilee, Northern and Piccadilly Lines has been opposed by the group. PPP consortium Tubelines is cutting the cleaning contract, resulting in ISS ordering the redundancies by the end of April. Discussions have been held with London mayor Ken Livingstone who is opposed to the cuts.

Discussions have also taken place with the mayor who insists that the privatisation of the East London line was forced upon him by the government. Nevertheless, the campaign is continuing with EDM 286 and communications with rail minister Tom Harris.

On the maritime front, it appears that the union’s campaign against the privatisation of Scottish ferry services may be coming to a successful conclusion as it

emerged that the publicly-owned Caledonian MacBrayne is now the only bidder.

Discussions are still taking place with the government on the tonnage tax. The Chamber of Shipping have moved their ground slightly and are now proposing that shipping companies should be required to have a mandatory training link for either ratings or cadets. The union is also considering a joint approach with shipping employers to the government.

The promised government consultation on the exemption of seafarers from Race Relations Act and the minimum wage has yet to begin. The Shipping Minister has now agreed to be the keynote speaker at the RMT Parliamentary Maritime Seminar on March 13 (see page 14).

Following a long campaign and recent adjournment debate on training for Thames Boatmasters, the union narrowly failed to prevent the introduction of the diluted training arrangements. At the recent delegated legislative committee representation from RMT group members and supporters saw the government only narrowly win the vote by nine votes to eight.

The government has published its consultation for “Putting Passengers First”, which seeks to allow local authorities to regulate buses. RMT is broadly supportive of the proposals, however, wishes to see a far high priority given to bus workers conditions and we shall shortly commence a national survey of our members.

The TUC has now published the final version of the Bill on their website and the second reading of John McDonnell’s Trade Union Freedoms and Rights Bill will take place on March 2.

RMT CLEANERS LO OVER MASS REDUN

RMT has been campaigning to halt plans by ISS to sack more than 200 cleaners after Tubelines slashed the value of their contract. Tubelines made £160 million in profits over the last three years and ISS stands to gain £38 million for sacking some of the lowest paid people of the Tube network. The union has asked mayor Ken Livingstone to intervene.



BBY TUBELINES NDANCY THREAT

Tube cleaners facing the threat of redundancy thanks to cuts ordered by fat-cat London Underground consortium Tubelines lobbied the privateer's Canary Wharf headquarters recently.

RMT cleaners employed by ISS on Tubelines' contract are fighting to save more than 200 jobs under threat thanks to Tubelines' decision to pocket £3.5 million a year by cutting the value of the contract by 27 per cent.

The union is demanding that ISS withholds the 90-day redundancy notices expected tomorrow, and instead negotiates with the union and Tubelines to avoid job losses.

"There are serious safety and security issues involved in cutting Tube cleaning staff, but all these bosses care about is squeezing more profits out of people who already do the dirtiest jobs for the lowest pay," RMT general secretary Bob Crow said.

He said that ISS and Tubelines both know that there is no way they can maintain levels of cleanliness if they sack more than a quarter of the cleaning workforce, but they have made it clear that they couldn't care less about cleaning standards or the welfare of their workers.

Tubelines also know that even if they are held to account the most they can be fined is £100,000 a year - a small price to pay for pocketing the £3.5 million a year they stand to gain by sacking 204 cleaners.

"Obviously the £160 million they made in the last three years isn't enough.

"The mayor has said he agrees that there is no justification for these redundancies, and it is good news that dozens of MPs have signed a commons motion condemning them.

"But what we really need to see now is some action that will stop these cuts happening," Bob said. ■

Early day Motion 533

Tabled by John McDonnell and signed to date by 35 others

LONDON UNDERGROUND CLEANING SERVICES

That this House notes that under the terms of the London Underground Public Private Partnership (PPP) Tube Lines, a consortium of Amey and Bechtel and its multinational cleaning contractor, ISS, are responsible for cleaning trains and stations on the Jubilee, Northern and Piccadilly lines and that since the introduction of the PPP Tube Lines has reported pre-tax profits of £150 million; is concerned that Tube Lines has ordered a substantial cut in the value of its station and train cleaning contract; further notes that this cut will mean the loss of 100 station cleaning jobs amounting to a 50 per cent. reduction in cleaning staff working on stations and bring additional pressure to bear on a poorly paid and vulnerable group of workers; and therefore supports the RMT campaign to reverse these cuts and urges Tube Lines and ISS to reconsider their plans.

A FAIR DEAL FOR RAIL CLEANERS

Cleaners endure some of the worst conditions and lowest pay on the national rail network, London Underground and other urban rail systems.

Paid on or around the national minimum wage of just £5.35 an hour, they lack proper sick pay or pension schemes afforded to their colleagues and work unsocial hours, such as night shifts and bank holidays, without compensation.

RMT demands a living wage for rail cleaners of at least £7.05 per hour rising ultimately to £10

per hour (at today's rates) to lift cleaners out of poverty.

Before rail and London Underground privatisation, cleaning was done in-house and cleaners had the opportunity for career development within the organisation.

Today services are contracted out to the likes of ISS, GBM and Blue Diamond. RMT wants the situation reversed and services brought back in-house. The union launched its Rail Cleaners' Charter to campaign towards the objectives opposite: ■



- A living wage, as a minimum at entry, rising to at least £10 per hour at today's prices
- A pay increase each year and every year
- A proper career path and encouragement to apply for other jobs in the railway industry
- A decent pension
- Free travel on the railways
- Additional payments for unsociable hours and bank holidays
- A minimum of 20 days basic annual leave plus eight bank holidays - aiming for the railway
- Industry's average of 32 days per year
- A fair sick pay scheme
- A 35-hour week without loss of pay
- Clean and properly equipped mess rooms, changing rooms, showers and decent shelter
- Regular provision of uniforms and safety wear
- Full employment rights - no 'third party' sackings
- Direct employment, an end to contracting-out of cleaning
- Freedom from discrimination

EU ATTACKS TRADE UNION RIGHTS

The European Commission has launched a Green Paper which attacks trade union rights across the European Union

The European Commission Green Paper, “*Modernising labour law to meet the challenges of the 21st century*”, is part of a consultation ending in March which promotes something called ‘flexicurity’.

This concept makes the false promise that if workers embrace “flexibility” then job “security” will follow.

The Green Paper goes on to argue for an end to protection for workers in a number of ways including the abolition of “overtly protective terms and conditions” in contracts which supposedly “deter employers from hiring during economic upturns”.

In plain language, it would mean the end to collective workers’ rights as we know them.

The paper also claims that “stringent employment protection tends to reduce the dynamism of the labour market” – i.e. preventing bosses hiring

Join the

Public Rally for the Trade Union Freedom Bill

Thursday March 1 2007,
7pm, Committee Room 10,
House of Commons,
(Nearest Tube Westminster)

CONFIRMED SPEAKERS

John Hendy QC (chair)
John McDonnell MP
Bob Crow, RMT General Secretary
Katy Clark MP



cheap labour.

It suggests that contractor obligations to monitor employment legislation among sub-contractors "may serve to restrain subcontracting by foreign firms and present an obstacle to the free provision of services in the internal market" – that means goodbye to minimum standards.

President of the left group in the European parliament Francis Wurtz has warned that the Commission believes individual workers should have individual contracts and it opposes all labour law which recognises collective trade union rights.

Such a course would allow the development of the single market unhindered by traditional forms of union rights such as collective bargaining.

RMT general secretary Bob Crow has warned that the proposals should concern every worker in the EU as it would give employers the power to drive down wages and introduce 'social dumping' on a huge scale.

"We have already seen this approach adopted during the Irish Ferries dispute when union-organised Irish seafarers were replaced by exploited East European workers on rock-bottom rates of pay and individual contracts," he said.

These concerns were also outlined by Amicus general secretary Derek Simpson who said "The Green Paper hides behind the language of equality to propose measures to force exploitation and insecurity on to every worker in Europe".

THE VIKING CASE

The Green Paper was launched following the postponement of any decision on the Viking Line Ferries case currently before the European Court of Justice (ECJ) previously highlighted in RMT News.

The Viking Line case concerns industrial action taken by the Finnish Seamen's Union (FSU) against the company which tried to replace Finnish seafarers with lower-paid Estonian labour.

The employer was able to initiate proceedings before a British High Court due to the fact that International Transport Workers Federation (ITF) offices are based in London.

The employer's claim was based on EU law which presumes that the industrial action had violated the employer's 'freedom' to provide services.

This approach directly echoes the Victorian attitude that trade union action is 'in restraint of trade' and, therefore, illegal.

This exploiters charter was broken by Taff Vale Railway strikers of 1900 in a struggle that led to the 1906 Trade Disputes Act, which for the first time legalised the right to strike.

In their defence, the Finnish seafarers invoked the Finnish Constitution which protects the fundamental right to strike.

In June 2005 The High Court upheld the employer's complaint that EU law overrode any national law, even the national constitution of a member state. The case was then taken to the EU court where it has been sitting ever since.

This case highlights how EU treaty provisions on 'free movement' are being used as a battering ram against trade union rights to take collective industrial action even if it is lawful under national law.

In a submission to the court, the UK government even argued that the 'freedom to provide services' should override the right to strike.

The European Commission has also made clear it supports such union-busting activities and believes trade unions action contravening EU rules on 'free movement' should not be tolerated.

EU internal market commissioner Charles McCreevy said that the proposed

controversial Services Directive also "fully recognises the right to provide services on a cross-border basis and sets out clearly the kind of requirements on incoming service providers that have to be abolished in line with ECJ case law".

However, the right to freedom of association and to negotiate collective trade union agreements is recognised as a fundamental right in international law.

As Swedish TUC vice-president Wanja Lundby-Wedin put it recently: "What, until now, have been regarded as fundamental rights of workers in all democratic states would be undermined in the name of free movement".

If this anti-trade union approach in the Green Paper and the Services Directive is adopted it would clearly make the need for a ruling on the Viking case redundant.

Moreover, effective trade unionism would be deemed illegal unless, of course, workers across the EU resist in the traditional manner. ■

**You can read the contents of a Green Paper and respond at http://ec.europa.eu/employment_social/labour_law/green_paper_en.htm*



SHIPPING

RMT TO HOLD PARLIAMENTARY MARITIME SEMINAR

Convening in the House of Commons on March 13 at 2pm, a meeting will highlight issues including low pay and poor practices on ships trading in UK waters

The union's parliamentary group will be holding a special Maritime Seminar on Tuesday March 13 2007, 2pm to 4.30pm in Committee Room 12, and all interested RMT members are invited to attend and give evidence.

The aim of the seminar is to raise awareness of the lack of social protection for seafarers; in particular we are seeking to highlight the low pay and conditions of many foreign national seafarers which of course continues to reduce employment for UK seafaring ratings.

Shipping minister Stephen Ladyman MP has agreed to attend the seminar and the union aims to engage with him in a positive dialogue on the problems experienced by seafarers with the aim of influencing the outcome of the forthcoming consultation on the Race Relations Act.

The fact that the national minimum wage only covers UK internal waters is also of importance in this area.

In order to help convince the Minister and his officials of the overall merits of RMT's case the union will be inviting representatives from across the industry and supported by representatives from elsewhere in the labour movement

together with representatives of the RMT Parliamentary group.

It is important that members attend to support the union and in particular provide evidence of poor practices in UK shipping.

The union has already requested that members or branches to send in details of any examples that they can highlight at the seminar on issues such as low pay on UK flagged ships and poor practices on any ships trading in UK territorial waters.

"I look forward to a productive seminar at which we will again be seeking to demonstrate why action must be taken to tackle the discrimination and low pay that has become endemic within the UK shipping industry," Bob Crow said.

The seminar will be chaired by John McDonnell MP and key note speakers confirmed at time of writing include Minister of State, Stephen Ladyman MP, TUC Deputy General Secretary Frances O'Grady, RMT General Secretary Bob Crow and Chamber of Shipping Director General Mark Brownrigg. ■

For Further information and to register for the seminar please call RMT on 020 7387 4771, email j.croy@rmt.org.uk, or s.yandell@rmt.org.uk



SEMINAR: John McDonnell will chair the meeting's

REPORT EXPOSES OVERWORK AT SEA

A new report from Cardiff University's Centre for Occupational and Health Psychology has revealed fatigue in the maritime industry is endangering crews, vessels and the environment.

The report – Adequate Manning and Seafarers' Fatigue: the International Perspective – commissioned by the International Transport Workers Federation (ITF) reveals how far behind the industry is in tackling the problem.

The report found overwhelming evidence of the existence of maritime fatigue yet the industry has been reluctant to invest resources into monitoring or preventing it.

It notes that in civil aviation, for example, flight time is regulated by the International Civil Aviation Organisation (ICAO) Agreement, with a limit of between 70 and 100 hours of flight time allowed over a period of a month (times vary according to different countries' rules), compared with the 98 working hours a week permitted by maritime regulation.

In spite of the long periods spent away from home and the clear risks to the long term

health of seafarers and the evident association between fatigue and accidents at sea, little progress has been made to regulate and enforce hours of work in the industry.

The report also highlights the worrying phenomenon of false record keeping, where seafarers are bowing to pressures that undermine onboard safety and health.

ITF's Seafarers' Section Assistant Secretary John Bainbridge said that seafarers are routinely working excessively long hours, endangering themselves and the marine environment.

"It's time to stop putting seafarers at risk and to learn from the examples of best practice in other industries," he said.

The report encourages the development of an onboard safety culture underpinned by realistic levels of staffing, and a more robust approach to regulation.

The report and a brief summary can be found on the ITF website www.itfglobal.org/press-area/index.cfm/pressdetail/1133

RMT CALLS FOR AN END TO EROSION OF STANDARDS ON UK-FLAGGED SHIPS

RMT has called for urgent action to end the erosion of standards on UK-flagged ships, following the grounding of the Napoli off the 'Jurassic coast' of Devon.

The incident underlines the growing problem of sub-standard vessels on the UK register and marks another blow to the reputation of the UK flag.

RMT has called for an urgent investigation and action to tackle operators whose safety culture and employment standards are lacking.

The same vessel was involved in another accident in the Strait of Malacca in 2001 and there must be question marks over the operation of the vessel and whether or not it was seaworthy.

The stricken container ship's owner Zodiac Maritime is well known to the International Transport Workers' Federation, (ITF) as a company which does its best to evade trade-union attention and decent safety and employment standards.

Despite registering its vessels under the UK flag, the Napoli is among Zodiac ships declared to be 'flag-of-convenience' vessels by the ITF.

RMT general secretary Bob Crow said that UK registration only provided a cloak of respectability and enables companies like Zodiac to

operate without effective regulation of employment standards for non-domiciled seafarers

"Safe working also demands a common on-board language, and there must be serious questions over the safety of a vessel crewed by low-paid seafarers of five different nationalities.

"An expanding UK register is welcome, but the government should ensure that all the vessels on it are operated to high standards, and that they also play their part in generating future UK maritime skills," Bob said.

However, the number of UK seafarers continues to decline with official figures showing that numbers have declined from 30,000 in 1980 to 9,300. In addition there have since been a further 1,200 dismissals from P&O Ferries with numbers continuing to decline.

"That must mean an end to UK shipowners' exemption from the 1976 Race Relations Act, which allows them to discriminate against non-UK nationals and pay exploitative wage rates," he said.

The union has also argued that shipowners who take advantage of the £100 million-plus tonnage-tax should contribute in return to maintaining UK maritime skills. ■

Early Day Motion 807 on the Napoli

That this House is deeply concerned at the recent grounding of the UK flagged ship the Napoli on the south west coast; regrets the environmental damage that is being caused through the leakage of oil and other materials; notes that the vessel also grounded in 2001 and the fact that the company have been blacklisted by the UK maritime trade unions; notes that the vessel was flagged in the UK and had eight different nationalities on board; notes the continued concerns over sub-standard shipping that continues to spoil the image of the UK Flag; calls on the UK Government to urgently consult on what measures can be taken to improve safety and working conditions on UK flagged vessels.



WRECKED: Onlookers at the stricken cargo ship MSC Napoli at Branscombe beach in Devon

RMT INSPECTOR WINS BACK PAY FOR ARCHON CREW

RMT ship inspector Bill Anderson has won back pay for the Ukrainian crew of MV Archon (opposite) recently. Port State Control Belfast had detained the Bahamas-flagged vessel, a tanker over 30 years old, and the Ukraine union contacted Bill, an ITF inspector for assistance.

Bill managed to obtain a back payment of outstanding wages of over \$50,000 from the Greek owners for the Ukraine/Georgian crew.

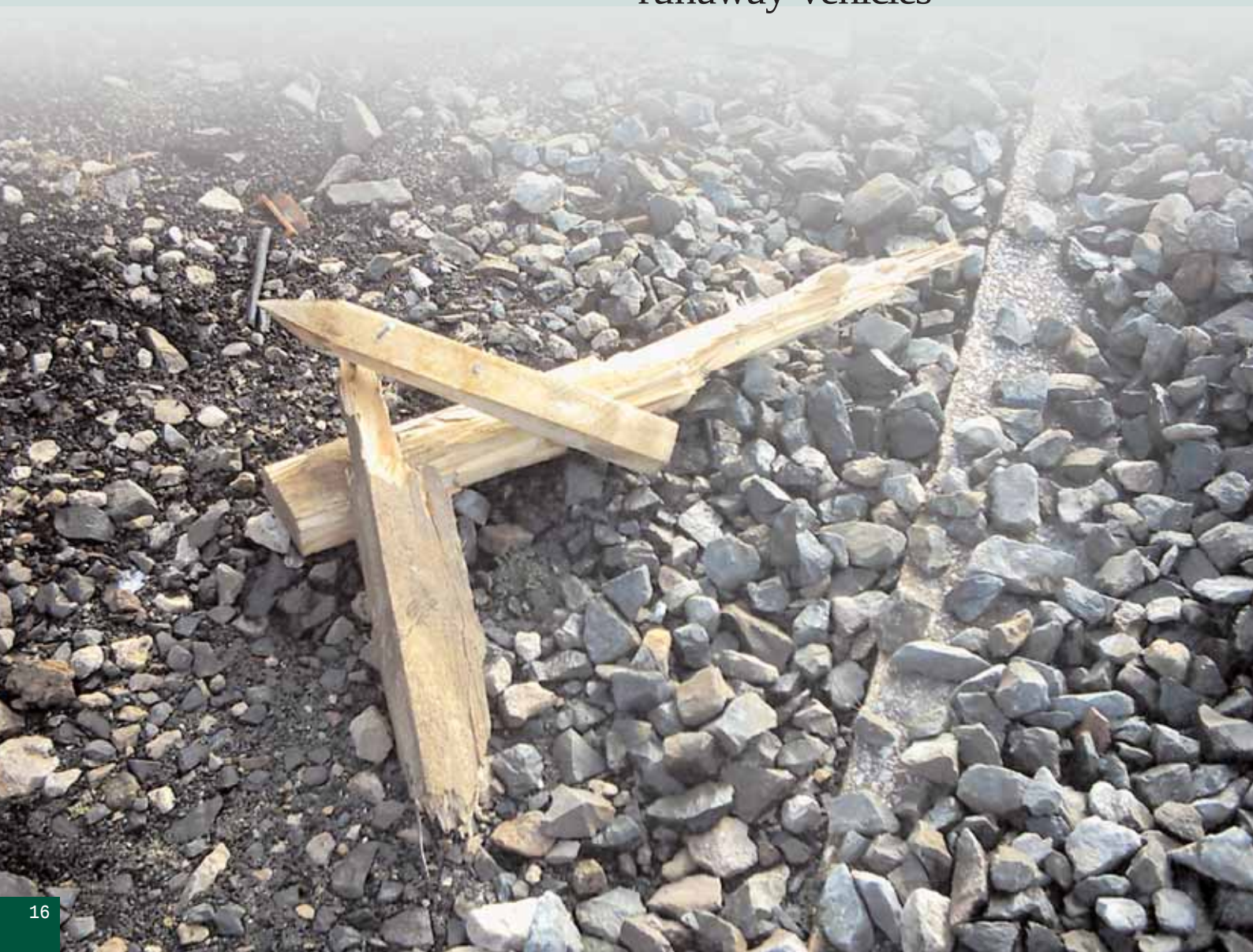
Bill said that the ship was in a sorry state, and when she is released by PSC she will be sailing to India on her final voyage to be scrapped. This will take some time as the vessel can only steam at seven knots (10 miles per hour).

The ABs earnt \$600 per month yet the ITF minimum is \$1550 per month, revealing that the maritime industry continues to have unscrupulous companies exploiting seafarers and paying low wages. ■



TEBAY— *three years on*

On the third anniversary of the tragic deaths of four RMT members at Tebay, RMT News asks whether anything has changed to stop the re-occurrence of deadly runaway vehicles





Darren Burgess



Gary Tindall



Colin Buckley



Chris Waters

February 15, 2007 marks the third anniversary since the tragic occurrence at Tebay when four track workers were struck and killed by a trailer loaded with sections of rail that had run away from a possession higher up the West Coast Main Line. But has anything much changed in the time since then which would make a similar tragedy less likely?

It is now a matter of record that the sub-contractor who supplied the trailer had previously doctored it to give the appearance that the brake was working, and the operator who worked for him assisted in this criminal deception.

At their subsequent trial early last year, both men were found guilty on four counts of manslaughter and other health and safety offences.

The sub-contractor was jailed for nine years and his employee two years.

In order to correct some of the identified deficiencies that lead to this situation, Network Rail have since made the audit and approval process for suppliers more stringent.

They have also tightened up the checking procedures on the fitness of road/rail vehicles and trailers when they arrive at site, and have introduced a formal competency assessment scheme for all machine controllers.

BUSINESS AS USUAL

So given these developments, we come back to the basic question as to whether there could be another Tebay tomorrow, and the frustrating answer is yes.

The industry still has a high dependency on tens of thousands of contractors and sub-contractors, so regardless of what additional checks may be in place, the possibility of deliberate safety violations for financial gain is still with us.

Network Rail have the ability to bring their renewals work back in-house to reduce such a possibility, but keep refusing to do so.

In addition, since Tebay there have been ten other reported runaway incidents within engineering possessions, all with differing causes, but with very little evidence of any

decisive or focussed action on the part of Network Rail to do anything about it, despite the fact that every one of them could have resulted in a multi-fatality. The last of these incidents was only a few months ago, and was almost a mirror image of a similar incident some two years previous.

In both cases the vehicle became unbraked on all axles simultaneously during the on/off tracking process, and once the vehicle began to run away the external emergency stop button was pressed which then prevented the operator from raising or lowering the vehicle to recover braking. Fortunately the line ahead was cleared and the vehicle eventually brought to a stand.

RMT was told at the time of the first incident that actions were being taken with respect to the design and operation of the vehicle, and the training of the operator. However, it is now obvious that nothing much actually took place. There was a later indication that a competency assessment scheme would be developed for machine operators as well as machine controllers, but when the time came nothing happened.

While improved design standards for road/rail vehicles and associated trailers have been recently approved by Network

Rail, for the existing fleet it only requires compliance when the vehicle or trailer has to be recertified which could be seven years away. This gap was pointed out by the Union in early 2005, and as a result Network Rail convened a special risk workshop to identify what more may need to be done. However, nothing then seemed to come from the findings of that workshop.

Consequently, RMT again raised the issue and were assured that the output from the workshop was being validated against the new standard, and any remaining risks considered to warrant further actions would be the subject of discussions with the plant supplier community and allocated to the organisation best placed to manage any control measures required.

Once again everything then went quiet, and all efforts to obtain details on progress were ignored until October of last year when the latest runaway incident took place.

Following a somewhat heated discussion at a subsequent Joint Safety Council meeting, Network Rail has now said they will begin to catalogue the various equipment types currently in operation and the engineering controls each will need to avoid runaways.

In other words, despite all their promises, Network Rail has sat and done nothing about the obvious deficiencies for well over a year. Furthermore, it has been suggested they have only now agreed to do something because at long last HMRI have threatened them with enforcement action.

However, it should be noted that what the company has undertaken to do stops short of actually implementing any control measures.

Again and again RMT has asked management for a timed action plan to deal with the various deficiencies identified as a result of all the reported runaway incidents over the past few years, but so far they have failed to deliver.

So until we can be sure that these deficiencies have been dealt with and the risks controlled, the RMT will continue to pressurise Network Rail to do much more before there is a repeat of the terrible events at Tebay three years ago. ■



Saying No to Trident



RMT News looks at why Britain does not need a new generation of the Trident nuclear weapons system and how we can diversify and expand our manufacturing and skills base instead

TUC Congress last year overwhelmingly backed an RMT motion arguing that the tens of billions of public pounds the government intends to spend on new weapons of mass destruction should be spent on public services.

As the government published its White Paper on Trident replacement, RMT called for the cash earmarked for it to be ploughed instead into helping Britain meet its climate challenge.

"We need to spend money on saving the planet, not on weapons that can help destroy it," RMT general secretary Bob Crow told Congress to applause.

The union has argued that the £25 billion that the government still wants to spend on replacing Trident - and it could be three times that - could go a long way to helping Britain reduce carbon emissions, build some of the transport infrastructure we desperately need and to help bolster our public services.

A large nuclear missile is shown launching from the sea, creating a massive plume of white smoke and fire. In the foreground, a yellow protest sign is visible.

**NO to TRIDENT
DEMONSTRATION**

FEBRUARY 24 '07

Assemble 12 noon

Speakers' Corner

**Rally in Trafalgar Square,
London**

More information from
<http://www.cnduk.org/>

ARMS CONVERSION

Having now launched its White Paper and announced its view on the future of the UK's nuclear weapons, the government is now attempting to whip a motion through Parliament with little time for debate.

RMT, which is affiliated to the Campaign for Nuclear Disarmament, has argued for the fullest public debate and, whilst welcoming a Commons debate and vote on the matter, believes the decision should include a real consultation, which considers contributions from all sectors of society.

There are real and understandable concerns of the workforces at locations such as Barrow, Devonport, Faslane and Derby over their futures if Trident is not renewed.

Therefore, research is required in order to campaign for a world of peace and nuclear disarmament, allowing billions of pounds in the UK to be spent on pensions, health, education and other vital sectors whilst also engaging with emerging industries where scientists, engineers and technicians could be re-employed using the specialist skills they already have.

A recent report by the Defence Select Committee raises serious questions about the future of employment in UK submarine production but makes clear that the employment issue should not be the deciding factor in any decision to replace the current Vanguard submarines - the launch platform for the Trident nuclear weapons system.

Indeed, the report stated: "The fact that this inquiry has focused on the submarine manufacturing and skills base should not be taken as an endorsement of the existing submarine-based nuclear deterrent, or as an indication of our collective support for, or opposition to, the renewal of that deterrent, submarine-based or otherwise.

Nor should it be taken to mean that we think industrial and employment factors should be decisive in the debate on the

future of the deterrent ... we believe that employment factors should not be decisive in the debate on the future of the deterrent".

If this is the case then any decision on a replacement for Trident, having both national and international implications, should be made on the basis of national security interests.

Concerns about the gap between the commissioning of the Vanguard and Astute submarine programmes having a serious impact on the UK's submarine industry are understandable but not an argument for developing a new weapons of mass destruction capability.

The significant trend of loss of jobs dependent on military expenditure over the last two decades has been a result of the end of the Cold War and cuts in military spending. This is a long term trend which will not be resolved by a decision either for or against Trident replacement and raises the question of how to make use of the skills of those leaving military-dependent employment.

Employment reliant on the Ministry of Defence has been falling for the past two decades whilst new science and engineering employment opportunities are appearing elsewhere.

CND welcomes this statement and similarly calls on the Ministry of Defence to publish its analysis on the possibility of long-term science and engineering employment that would continue to be necessary following a possible decision not to order a replacement for the Vanguard submarines.

CND believes if Trident was not replaced and some of the Trident facilities were closed down, then dealing with the waste and the decommissioning process from these facilities, other nuclear-powered submarines and all of our old nuclear power stations would provide crucial alternative and regional employment for many years to come.

An example of this is at the Dounreay nuclear plant where, according to the UK Atomic

Energy Authority (UKAEA), responsible for 'cleaning up' this site, the decline in employment at the end of the Dounreay research programme has been reversed, with 1,200 people now employed in engineering, radiological protection, planning, environmental and waste management.

OTHER EMPLOYMENT AREAS

There are many areas which would benefit from increased investment and employment of skilled science, engineering and technical staff.

Many believe that renewable sources can realistically and effectively provide sustainable and low-carbon energy, and major job opportunities also exist in these sectors should the government effectively encourage investment.

According to the British Wind Energy Association, over 4,000 jobs are sustained by companies working in the wind sector, and this is projected to increase as the industry grows. The Department of Trade and Industry has estimated that Round Two of offshore wind developments alone could bring a further 20,000 jobs for Britain.

For instance, the recent announcement of planning permission for the London Array Wind Farm in the North Sea is likely to create 800 new construction jobs.

As Bob Crow told TUC Congress last September, while there is starvation, poverty, homelessness, illiteracy and a grave environmental threat hanging over our planet it would be nothing short of obscene to go ahead with replacing Trident, whether it's with 200 warheads, 100 or just one.

"The brave MPs who have come out against Trident are to be congratulated, but there are far too many, across the parties, that are totally out of step with what people in the real world want," Bob said. ■

THE RMT MOTION ON TRIDENT ADOPTED BY TUC 2006 CONGRESS

Congress notes that the Prime Minister has stated a decision on whether or not to replace Britain's nuclear weapons system, Trident, will be taken this year.

Congress welcomes the demand of the Defence Select Committee for a full public and Parliamentary debate on this issue.

Congress believes that Britain's nuclear weapons are weapons of mass destruction, capable of killing millions of people and are tied into US military and foreign policy and that far from deterring nuclear threats, replacing Trident may increase the risk of nuclear conflict.

Congress is alarmed that a successor to Trident could cost tens of billions of pounds.

Congress believes that in the absence of any rational argument for Trident replacement such expenditure would not only be immoral but a scandalous waste of public funds that could otherwise be invested in health, education, pensions, transport and manufacturing.

Congress also notes that the UK is a signatory to the nuclear Non-Proliferation Treaty and has made 'an unequivocal undertaking' to accomplish the total elimination of its nuclear arsenal.

Congress calls upon the Government not to replace Trident and also requests that the General Council urgently explores how it can work with the Campaign for Nuclear Disarmament to oppose the replacement of Trident.

Finally Congress urges the Government not to reach a final decision on Trident replacement before issuing a consultative Green Paper on all the options for replacement, including non-replacement and a policy of arms diversification, followed by a White Paper and a deciding vote in Parliament.

THE THREAT OF

Philippa Edmunds of Freight on Rail warns that planned supertrucks are dangerous and bad for the environment

The road train debate is back on the agenda as the Department for Transport is reviewing whether to allow trials of Longer Heavy Goods Vehicles (LHVs).

The two types of applications undergoing research, which is due to report back in summer 2007, are for maximum weights of 60 and 84 tonnes.

The 60-tonne 25.25-metre supertruck is the same weight of a Challenger tank and the length of a competition swimming pool. The 84-tonne HGV would be twice the weight and almost twice the length of existing HGVs. There are huge questions over the safety, environmental and social costs these vehicles would impose on society as well as the impact on more sustainable forms of transport such as rail and water.

The lorry manufacturers, the logistics and road haulage industry both here and in Continental Europe claim that, what they call the Eco link, the most favoured option (see diagram), will reduce congestion by having fewer vehicles on the highway and reduce pollution per tonne kilometre.

The two units are designed so that they can be split and driven separately.

However, the claimed environmental and congestion benefits are unlikely to be

realised.

LHVs will compete with rail freight and are likely to cause modal shift from rail, which has a much better environmental record than road haulage.

The real costs of road transport, including all the additional external costs such as accidents, pollution and road maintenance, are already a significant burden to the taxpayer and mean that there is not a level playing field between the modes now.

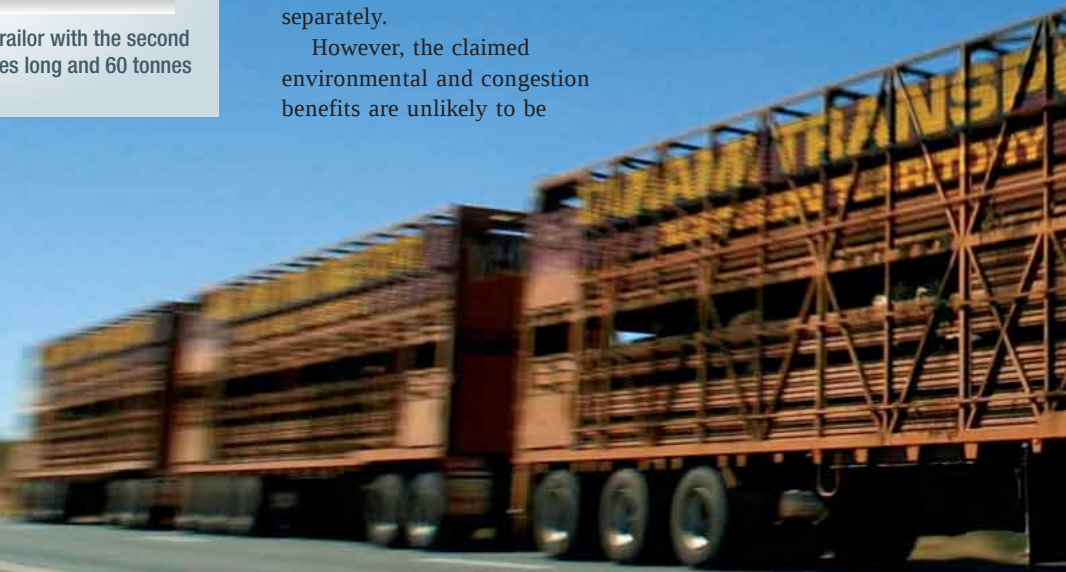
Such vehicles would decimate intermodal rail freight and some bulk flows forcing trainloads of freight back into our congested road network. Remember per tonne carried by rail produces between four to ten times less emissions than road transport, depending on the weight of products, and an average freight train can remove 50 HGVs from our roads.

The promoters are claiming that these vehicles will be restricted to motorways and dual carriageways, but there is no mechanism available to keep them to this.

The reality is that these vehicles will need local access to



"B-double" - articulated vehicle towing a semi-trailer with the second semi trailer resting on the first - Up to 25.5 metres long and 60 tonnes



SUPER TRUCKS

distribution hubs which would not be on motorways/dual carriageways, but on roads which are totally unsuited to vehicles of this scale. There are already concerns – as happened with a previous concession of 44 tonne vehicles to railheads only – that the restriction proposed will not be enforced or enforceable.

Unlike other European countries, the UK allows all vehicles to operate on any road and at any time unless specifically prohibited from doing so.

Local authorities can impose access bans on HGVs, but these are difficult to enforce in practice and usually opposed by

the industry anyway.

As a result, we will get these very large vehicles travelling down local roads that are wholly unsuitable, with consequent intrusion, noise and road damage and safety implications.

The impact of these vehicles in safety terms if they are involved in an accident will be proportionately greater because of their extra weight and any loss of control, with severe implications on braking distances, maneuverability, possible jack-knifing and overtaking. A recent research report by the DfT found that HGVs were more to blame for accidents involving them than other vehicles, borne out by a quote from Richard Eastman divisional Director for Network Strategy Highways Agency:

“Many of the worst incidents involve HGVs. It takes time to physically clear heavy vehicles from the carriageway and, by their nature accidents involving them tend to be more serious”.

OPPOSITION

The public are opposed to these super trucks on our roads which are already the most congested in Western Europe. An opinion survey carried out in August 2005 by NOP showed that over two-thirds of the public are opposed to a proposal – under consideration by government – to increase by one-third the length and weight of lorries permitted on the UK's roads.

Freight on Rail is campaigning for enhancements on the rail network which will cater for longer and heavier trains. Rail also provides another option at a time when there is uncertainty about energy sources, road reliability is worsening and rail freight provides a low carbon option.

HOW YOU CAN HELP

You can ask your MP to lobby the Minister of State for Transport Dr Stephen Ladyman and sign Early Day Motion 730 Rail freight and the environment, signed by over 50

MPs and initiated by RMT, which asks the government to support steps to encourage modal shifts from road to rail and to oppose the introduction of LHV's. Visit www.parliament.uk to get the e-mail address of your MP. ■

**Philippa Edmunds Campaigner
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www.freightonrail.org.uk Members
are - EWS, Freightliner, Rail Freight
Group, RMT, TSSA, ASLEF,
AMICUS, Network Rail and
Transport 2000*

EARLY DAY MOTION 730 KELVIN HOPKINS MP

'That this House notes the environmental benefits of rail freight over other transport modes; recognises that an average aggregate freight train can remove up to 120 HGV lorries from the road network; supports Government steps to encourage modal shift from road to rail; and is therefore opposed to the introduction of longer and heavier goods vehicles that could weigh up to 60 tonnes and be as long as 25.25 metres onto the UK road network.'



NEVER ON OUR KNEES

Tony Benn reviews a new history of the RMT from 1979-2006

Everyone who is involved in the labour movement should make a point of reading this book which presents the best and most vivid account of, not only RMT, but of trade unions in the years that followed Mrs Thatcher's election as prime minister, right up to the present day.

It begins with an historical survey that takes the story right back to the nineteenth century when the unions were beginning to act strongly and act politically. The foundation of the Labour Representation Committee and the Labour Party itself provides a very useful perspective against which successes and setbacks can be assessed.

We are reminded of the Triple Alliance, the role of the National Union of Railwaymen in the twenties and thirties, post-war nationalisation and on to the Beeching cuts.

But it was only when the Tories returned to the power in 1979 that the real onslaught began with the economic recession, direct attacks on the unions and the weakness of some trade union leaders that seemed to go along with government policy. However, the NUR fought hard to help the miners in the 1984/85 strike when Neil Kinnock and the TUC were lukewarm in their support.

The effect of that defeat was the decline in union membership as the Tory laws bit



deep into the rights and role of trade unions. During this time the merchant maritime fleet was shrinking due to flags of convenience and creeping privatisation.

Even so, NUR members did win a battle over pay with strike action in 1989 over pay and, after becoming RMT in 1990, the union took action in 1994 against Railtrack. Like all of us, RMT looked forward to the election of Labour in 1997 as a significant turning point, only to be disappointed.

Clause Four, which represented a commitment to socialism, was dropped and an opposition pledge to bring the rail network back into public ownership was dropped.

Moreover, a Labour conference decision to call for

rail re-nationalisation was ignored by New Labour, a point underlined by the privatisation of London Underground infrastructure against the views of the elected mayor of London Ken Livingstone.

The disillusionment followed quite quickly after the 1997 election and, when RMT in Scotland decided to back Tommy Sheridan and the Scottish Socialist Party, the Labour Party expelled the union.

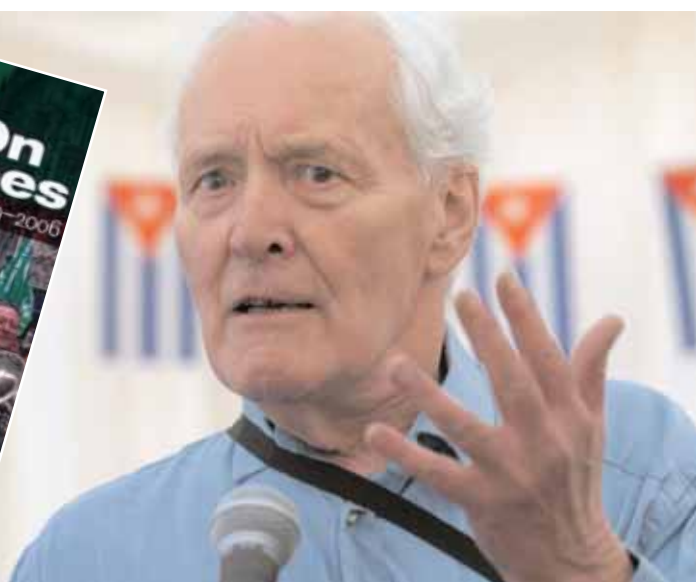
A decision by the Fire Brigades Union conference to disaffiliate also deprived the Party of two of its most radical and affective unions at a time when their influence is most needed as their votes could influence the choice of Labour's next leader.

But today, RMT is stronger

and more effective than ever with a determined leadership and loyal membership. Its role and influence have extended beyond their own ranks and are helping to shape the public perception of the policies needed at this time.

When Jimmy Knapp died the entire labour movement felt a personal sense of loss and those who believe – as I do – that the struggle for democracy, political and industrial, has to be fought all over again, were reminded of the key role played by transport workers. This work must be carried on, as it is now, so effectively by Bob Crow and his comrades in RMT.

Anyone reading this book will inevitably come to the same conclusion and its publication now is so important. ■



Legal update

UNION WINS ASBESTOS CASE

RMT wins settlement for the estate of deceased former assistant general secretary Andy Dodds (right)

In September 2003 the union's solicitors Thompsons launched a compensation case on behalf of former NUR/RMT assistant general secretary Andy Dodds following a diagnosis of asbestos-related mesothelioma.

Sadly Andy passed away on January 4 2004 but the case was finally settled for £174,885 in December.

Before his death, Thompsons prepared a detailed statement of Andy's work history, recording the circumstances in which he was exposed to asbestos and the development of his symptoms of the asbestos-related disease.

Andy worked from 1943 to 1954 as an engine cleaner for the London, Midland & Scottish Railways based in Muirkirk depot. When cleaning locomotive engines he had to disturb the asbestos cladding around the boilers which he described as often in poor repair.

He also renewed and repaired

asbestos joints on steam pipes using asbestos cord.

In 1954 he was employed as a fireman in Hurlford depot where he continued to be exposed to asbestos. In 1958 he left footplate duties to undertake clerical work for the Railway before securing a job in 1960 with the NUR at head office.

He continued to be employed by the union serving as a full time officer from 1966 until he became senior assistant general secretary to Jimmy Knapp, remaining in that position until his retirement in 1991.

Andy had suffered health problems for approximately two years prior to his diagnosis of mesothelioma.

In 2002 doctors noted a shadow on his lung and detected the presence of fluid. Andy was kept under review but the clear suspicion was that his symptoms were indicative of malignancy, despite ambiguous



test results.

Andy's health then deteriorated rapidly, he had substantial weight loss, lacked energy and suffered from increasing and relentless pain and breathlessness. Following a biopsy in November 2003 the diagnosis of mesothelioma was confirmed and he was given a life expectancy of no more than three months.

The union made a claim for damages against BRB (Residuary) Limited who are responsible for the liabilities of the Railway employers who had exposed Mr Dodds to asbestos.

The solicitors presented a wide ranging and specific allegations of negligence and breach of Statutory duty in the claim based on the extensive knowledge Thompsons have acquired over many years about the use of asbestos in the rail

industry and the employers' systematic disregard for the risks which they knew at the time could cause fatal lung disease. Detailed witness statements from a number of Andy's union colleagues and former workmates were also collected in support of the case.

The Coroner conducted an inquest into Andy's death and a verdict was returned of death due to industrial disease.

The solicitors then obtained medical evidence from leading specialist Dr R M Rudd, who confirmed the diagnosis of asbestos-induced mesothelioma.

Court Proceedings were served direct on BRB (Residuary) Limited which brought about an offer of £174,885.60p.

RMT general secretary Bob Crow said that it was sad that Andy did not live to see justice done but hoped that the compensation may provide some small comfort for his family that had to suffer so much.

"Whether it is an officer of this union or a rank and file member, this union is prepared to fight for justice for those suffer this terrible disease and other work-related hazards," he said. ■

Orphan fund calendars for sale!

Calendars featuring either steam trains, modern trains or vintage buses are available for £5 each. Orphan fund diaries also available for £2 each.

Please send your order to

Mark Harding
Unity House
39 Chalton Street
London NW1 1JD



INTERNATIONAL FOCUS

GUATEMALAN DOCKERS' LEADER MURDERED

Guatemalan STEPQ dockers' union leader Pedro Zamora was murdered by multiple assailants who ambushed him last month as he collected his sons from a hospital appointment.

After firing 100 shots one walked up to the wounded Zamora and shot him at point blank range in the face – in front of his children, one of whom, three year old Angel, was wounded in the attack.

Zamora's last act had been to push the children to the floor to try and

protect them.

Pedro Zamora had known he was being followed for several months, in response to his role in defending workers' jobs at Quetzal, while police were also sent to intimidate him, reportedly at the orders of the port company.

The ITF had protested to the government about this last October and notified the International Labour Organisation (ILO), which has remonstrated with Guatemala before over the number of killings of trade

unionists.

At the time of his murder Pedro was continuing to negotiate on behalf of his members over the future of the port.

Just before the execution-style murder the government had committed parliament to reinstate nine unfairly sacked workers, as requested by STEPQ.

Reportedly, this had angered the port's general manager, who was implicated as the man who ordered police to go into the port and arrest union leaders last year. ■

VENEZUELAN LEADER TO TRANSFORM THE COUNTRY

Venezuela's national assembly recently granted president Hugo Chavez additional powers for 18 months to transform the country, which is still plagued by poverty and inequality.

Thousands of Chavez supporters took to the streets as lawmakers read out the proposed bill in public meetings.

Huge sums of oil money have already

been diverted towards the country's poor majority, funding education and health programmes, and providing cheap food.

One of the most significant of the reforms is giving funding and powers to "communal councils" which are springing up in their thousands all over the country.

The nationalist leader has been in power eight years and survived a western-backed

coup in 2002. He has made clear that the government wishes to develop industries from oil, gas, electricity and telecommunications and to extend land reform as a first step towards rural development. ■

VIVA: A supporter of Venezuela's President Hugo Chavez holds a photo of him during an outdoor legislative session at Plaza Bolivar in Caracas.



A car of the new Paris tramway is seen at Porte de Versailles, South of Paris, shortly before its inauguration in Paris. The tram will transport some 100,000 travellers a day to and from the southwest area of Paris.

WASHINGTON DC SUB



Emergency personnel transport a Washington Metro system passenger away from the Mount Vernon Square station after a subway train derailed last month, near downtown Washington, sending 16 people to the hospital and prompting the rescue of 60 people from a tunnel.



SWAY DERAILS



Fighting for members

Just a month into taking up the role of president and things are moving very swiftly on a number of fronts.

One very exciting development is the growing relationship between RMT and the union for Oil workers who work offshore, which is known as Offshore Industry Liaison Committee (OILC).

Both unions, whose members work alongside each other, have many issues of mutual concern.

The Council of Executives has set up a working party which will look into the possibility of a closer working relationship in order to represent the interest of offshore workers in the oil industry.

We will be looking at our rules and constitution to see how this issue can be best progressed.

Two new general grades members have been elected onto the CoE. Pete Gale, representing the south west and Bob Potts from the north east. Alex Gordon and Dave Gott have also made a welcome return to take up their CoE seats for or South Wales & West and Yorkshire and Lincolnshire respectively.

One issue that will be of common concern to all members will be the growing level of inflation.

News that RPI has reached 4.4 per cent means that pay deals based on RPI plus will automatically go up. For instance the Metronet deal of RPI plus one per cent means the company will now be paying 5.4 per cent. Similarly, Tubelines must pay staff 4.9 per cent.

However, it may not be so simple with other companies. Indeed, it is appalling that London Underground is refusing to pay a four per cent rise that should have been signed and settled by April 1 last year.

The RMT executive is urging members to vote decisively for action after the union spent ten months in fruitless attempts to get LUL to enter meaningful negotiations. The ballot will be concluded by mid-February.

Make no mistake RMT will fight to ensure that workers receive real above-inflation improvements in pay where possible.

The general secretary and I had an interesting

meeting with London mayor Ken Livingstone recently to discuss a number of issues including the proposed privatisation of the East London Line.

He claimed that his deal to put the line into the private sector was the 'least worst option'. However, we pointed out that fragmenting the line by allowing at least eight different companies run the signalling, maintenance and running of the extended line was a recipe for disaster.

It was useful to hear that the terms and conditions of staff would be protected, but warned that the union was determined to resist this privatisation as it was a dangerous precedent which would undermine the safety of Tube workers and passengers.

We also raised the issue of Tube Lines plans to rid itself of 25 per cent of its cleaners on the contract sub-contracted to ISS.

While Mr Livingstone made clear his opposition to this cull of cleaning staff we urged him to intervene to stop it.

He needs to demand answers from Tube Lines and ISS as to exactly how less cleaning staff will contribute to a cleaner Tube at a time when the network is awash with free newsprint.

I will also be taking part in a protest in Paris this month as part of the union's delegation against the EU's drive to force rail networks into the private sector.

Despite the failure of the European parliament to endorse the Jarzembowski report last month, demanding the wholesale 'liberalisation' of national passenger rail networks by 2017, Brussels is still pushing ahead with its plans to privatise international passenger lines by 2010.

However, the fact that over 200 MEPs ducked the vote by not turning up reveals that there is growing opposition to rail privatisation across the EU following the havoc wreaked on the UK network.

Unions on the continent are asking their governments, do you really want a repeat of Hatfield, Potters Bar and Tebay on our rail network? We will be going to Paris to let them know of the experience of UK rail workers and exactly where RMT stands.

ANGLIA CELEBRATES 40-YEAR BADGE HOLDERS

General secretary Bob Crow and outgoing president Tony Donaghey celebrated with Anglia region recently in a special 40-year badge ceremony. Receiving the honours were Tommy Nicholls, Ken Bellfield, Frank Atkinson, Brian Long,

Andrew Fontenelle, John Shaw, Reg Hopkins, Duncan Braithwaite, Ron Douglas, Sid Sheldrick and Joe Welby. Arthur Ryland and Roy Wilson were also due to attend but prevented by ill health. ■



DAVE HATT REMEMBERED

Bob Crow joined other RMT members at Ash House recently to visit the commemorative plaque and tree in memory of the late Dave Hatt. Dave was a member of

Finsbury Park Branch and was a founder member of the RMT Council of Executives on the merger of the NUR and the National Union of Seamen on September 10, 1990. ■



SKELLY - NEW RELIEF ORGANISER

Pete Skelly won the election for RMT relief divisional organiser south recently and will serve from 2007 to 2011.

Pete was formerly Network Rail RMT infrastructure convenor for South Wales, west and west Midlands. A long-

standing RMT member of 28 years, Pete joined British Rail in the P-way department.

He said that he would like to thank everyone that voted for him and looked forward to defending the interests of all RMT members while in the post. ■



PRESTON BRANCH UNVEILS NEW BANNER

Preston branch has unveiled a new banner incorporating a red LMS "Big Lizzie" steam locomotive City of Chester in the design. The Locomotive later known as Duchess Class was designed by William A. Stanier.

In the banner is Preston City Council's Harris Museum and Art Gallery designed by unknown Preston Architect James Hibbert himself an

Alderman.

The PP municipal symbol has two meanings Proud Preston and Princeps Pacis (Prince of Peace) after Preston's Patron saint St Wilfred.

At the bottom is a tribute to British Railways with the four symbols that were used over its 48 year history. Renationalise the Railways is slogan. ■



BANNER: Chester Branch Secretary John Whittingham holds the banner with Bob Crow.

MARTIN SCOOPS REP OF THE YEAR AWARD

London Regional Transport Region RMT Rep of the Year Martin Valente is congratulated on his award by general secretary Bob Crow and regional organiser Bobby Law.

Martin, who spearheaded the successful campaign for RMT recognition at Grant Rail, was singled out among more than

350 reps in the region in the annual vote among the region's branches.

"Martin's contribution to winning recognition at Grant Rail was immense, building the union and leading the campaign on the ground in often difficult circumstances," said Bobby Law. ■



REMOTE ACCESS PROJECT

RMT News recently reported on the union's successful bid to the government's Union Modernisation Fund for money to introduce a new web-based membership records system.

Since that report, the project has progressed, with detailed work being done to design, develop and test the system, and, if all goes to plan, it will 'go live' in April this year.

Evidence of the project can be seen in the newly-opened Education Centre at Doncaster, where highly-specified IT and printing equipment, including fully networked computers, high speed data lines and wireless facilities for fast and uninterrupted access to the internet have been installed.

As soon as the new system is up and running, Branch and Regional Council Secretaries will have the opportunity to be trained in its use, and so will be able to access and amend their membership records; maintain Branch web pages and use the system to communicate with members more speedily.

In this way, it is intended to improve the service available to individual members, which is the whole point of the project.

Project manager Peter Waters is pleased about the progress made so far but says there's a huge amount still to do.

"We have learned many

lessons from past installations. That is why we have specified in great detail what we want and we are making sure everything is tested and tested until we are absolutely sure it is working how it should.

"The other essential element is training users and you can be sure we will not be scrimping on that," he said.

Peter believes that the true measure of a good membership system is the accuracy of its records.

He maintains that the new system giving wide opportunities to easily update records, directly onto the database, which means the union will have the most accurate and up to date system around.

"Along with all the other improvements, it will mean better reporting and we will be able to equip officials and representatives with up to date information and a better and faster means of communicating with members.

"We will also be able to respond more quickly and cater for members' needs," he said. ■

Members will be kept informed of the progress of the Remote Access Project through RMT News. In the meantime, if there is anything else you would like to know about it you can contact Peter at rmtproject@rmt.co.uk



DRIVING HOME THE MESSAGE AT SOUTHEASTERN

Dear editor,

In December last year Southeastern Trains were forced to run an open election for their Drivers Company Council as, for the second time, RMT fielded two candidates Alan Pierson and Ken Slade.

For me, this was the second attempt as I had run for office three years ago with Brian Whitehead who is now relief regional organiser for the South of England.

For Alan it was his first attempt. However, he was not fazed and with the help of the org unit, we managed to put together a really good package to try and win a seat on this one of the most prized Company Councils on the railway.

We used some of the information and knowledge gained from our previous attempt and some other innovative stuff like beer mats with our names and vote RMT on either side as well as posters.

A sound battle plan was crucial with an affordable list of demands for Drivers from T&Cs, rostering to diagramming of work. Like all good plans this was thrown into confusion when, after there had been agreement between RMT drivers lead officer Brian Whitehead and SET over the implementation date, SET put the ballot papers out a week earlier than agreed and not allowing us release until the following week. However, the ASLEF were out on the day the papers came out, work that out if you can.

We were released for three days the following week, a week after the ballot papers had been issued. We were out in the very early hours and it was a 03.00 start and a drive to meet Alan and too as many depots as possible.

We met many drivers who were very impressed and said that they only wished they had met us the week before. We did manage to gain some votes and some friends for next time, many of these drivers also said that they only wish they could meet the sitting company council at that time of day, I said elect us and you will.

Alan was the real beneficiary with 116 votes, I scored 102. However, we did manage to recruit eight new drivers into RMT and pick up votes from drivers who did not know that there was an election taking place.

Although we did not win a seat, RMT drivers on Southeastern have been able to force our TOC to have an open election enabling all drivers on the franchise to have a vote on who represents them.

We urge all RMT drivers in every TOC to go for election to LDR/LDC and Stage Two/Company Councils. Regardless of the number of driver members in each depot, RMT is entitled to have elected by the branch a Health and Safety representative in every depot.

We would like to take this opportunity to thank all those drivers who voted and supported us. This has given us some real motivation to carry on the fight to have an RMT representative elected onto every Company Council in every TOC in the country.

*Ken Slade and Alan Pierson
Both RMT Drivers and
Health and Safety Representatives on SET*

Calling notice for LGB conference

The 2007 conference for lesbian, gay and bisexual members will be taking place in Manchester, Mechanics Institute on Friday May 11.

This is an ideal opportunity for lesbian, gay and bisexual members to discuss formally and informally issues concerning your work and the union in general. If you need any further information contact your branch secretary.

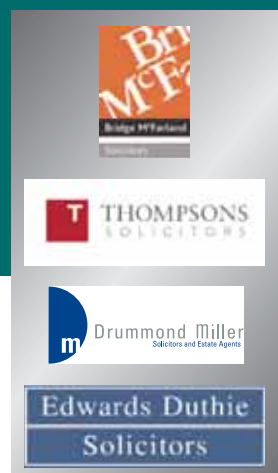
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FOR THE BEST LEGAL ASSISTANCE FOR RMT MEMBERS CALL FREE ON 0800 587 7516 (0800 328 1014 in Scotland). Lines open 8.00am-8.00pm Mon-Fri (except public holidays) and 9.00am-5.00pm Sat and Sun. For the 24 hour criminal law line call 0800 587 7530 (0800 328 1014 in Scotland)



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TENERIFE, LAS AMERICAS

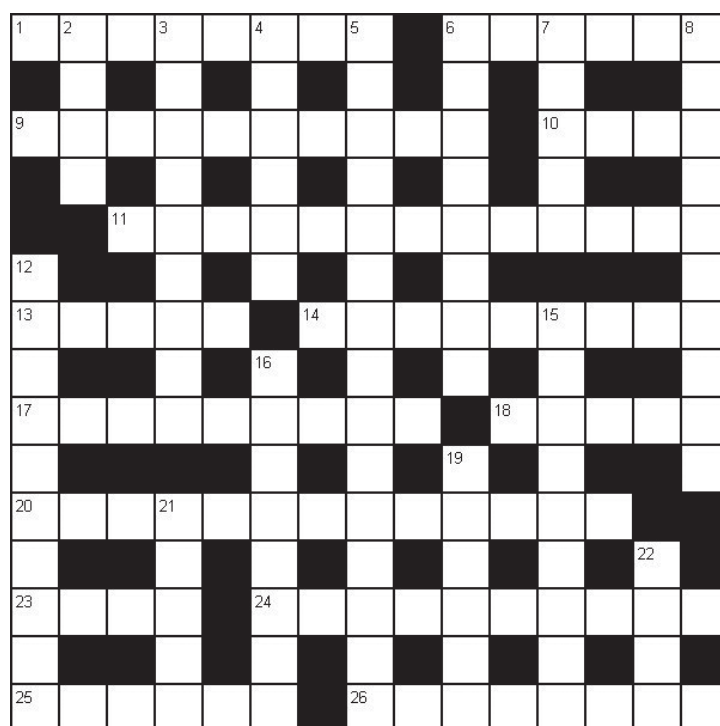
Apartment in 3 star hotel on seafont. Quiet area. From £75pppw.
Tel: **01803 526168**

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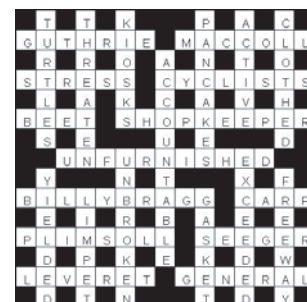
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Last month's
solution...



The winner of prize
crossword no. 31 is
A H Butler of Par, Cornwall.

Send entries to Prize Crossword,
RMT, Unity House, 39 Chalton
Street, London NW1 1JD by
March 1 with your name and
address.

Winner and solution in next issue.

ACROSS

- 1 Cheapest fares on passenger ship, of old (8)
- 6 Place housing collection of artistic, scientific or historic artefacts (6)
- 9 Moving away from the north (10)
- 10 Slightly open (4)
- 11 Inconsistency, or statement expressing the opposite (13)
- 13 Levies on people, goods, homes, incomes etc (5)
- 14 Prised or forced out; removed (9)
- 17 Variety of peach with smooth skin (9)
- 18 Peel this and weep! (5)
- 20 Relating to industry or science of petroleum products (13)
- 23 Indulge in sport, theatre or toys (4)
- 24 Removal, of tooth for example (10)
- 25 Items of bedding or paper (6)
- 26 Lasting (8)

DOWN

- 2 Implement (4)
- 3 Outgoing person (9)
- 4 Abbey chiefs (6)
- 5 Seat of learning; RMT's new one is in 15 (9,6)
- 6 Between defence and attack (8)7
Standard connector for audio-visual equipment (5)
- 8 Steeping in wine, herbs, sauce etc before cooking (10)
- 12 Usually temporary water-dispensing points, attached vertically to hydrant (10)
- 15 South Yorkshire home of racecourse and RMT's new 5 (9)
- 16 Crazy - about biscuits for cheese? (8)
- 19 Scaly reptile with legs (6)
- 21 A short poem, or similarity in sound (5)
- 22 Depressed (4)

RMT Credit Union

RMT ADVANCE

a great new savings & credit account for RMT members

The RMT ADVANCE account is a great new way for RMT members to have access to a guaranteed lump sum once or twice a year, while building up a savings reserve.

The key features of the RMT ADVANCE account are:

- A fixed monthly premium which guarantees a yearly cash Advance paid directly to you
- You can set up two schemes so that you have a payout to coincide with the Christmas and summer holidays
- Choose the premiums and cash advance to suit your needs
- Continual growth of a cash reserve which attracts a dividend to boost savings
- The premiums are structured so that in each 12 months you have repaid the value of your Advance in full.

By paying the regular premium of your choice you set up a credit agreement for the Advance that will generate an automatic payment to you at the following times:

- Christmas ADVANCE paid on the second Friday of December
- Summer ADVANCE paid on the second Friday of June

This will mean that you will have ready cash available for the Christmas spending spree or your summer holidays, or both.

The RMT Advance loan is at a very low cost 9.9% APR, which is extremely good value. For every £100 you borrow you will only pay £5.48 in interest over the 12 months. Of course your savings also attract our Credit Union dividend (equivalent to interest) which in the last 2 years has been 3%. This means that while you have access to a guaranteed lump sum, your savings will continue to accumulate.

The RMT ADVANCE account offers great value and benefits for RMT members. If you wish to apply for an account please complete the application form attached.

- You can still get a Christmas 2007 advance if you submit your application before 12th May 2007, but the savings accumulated in the first year will be reduced compared to those illustrated below.
- For a Summer ADVANCE 2008 we will need your completed application before 12th November 2007 so that we can get your premium payments established.

Don't forget to include your proofs of identity and address, which are required by law. We will return your documents straight away, or you can send us copies if they are verified by your branch secretary or employer etc.

**Your savings
accumulate year
after year**

**You can have a
Christmas or
summer payout,
or both**

THE TABLE BELOW DEMONSTRATES THE SIGNIFICANT BENEFITS OF THE RMT ADVANCE ACCOUNT

To achieve the full savings benefits illustrated you will need to have been saving for 12 months prior to the Advance, so get your application in as soon as possible. The table demonstrates the savings accumulated for full payment of 12 premiums from year 1

Plan	Premium	Advance	Credit cost per year	Accumulated Savings		
				Year 1	Year 3	Year 5
A	£27	£250	£13.70	£324	£444	£564
B	£31	£300	£16.44	£376	£496	£616
C	£40	£400	£21.92	£482	£602	£722
D	£49	£500	£27.40	£587	£707	£827
E	£58	£600	£32.88	£693	£813	£933
F	£67	£700	£38.36	£798	£918	£1,038
G	£93	£1,000	£54.80	£1,115	£1,235	£1,355
H	£115	£1,250	£68.50	£1,379	£1,499	£1,619
I	£137	£1,500	£82.20	£1,642	£1,762	£1,882

All premiums are rounded to nearest £ for the purposes of illustration. You will be informed of the precise premium. The premium will repay the Advance within 12 months while you continue to save £5 per month. Let us know if you wish to save more. The accumulated savings illustrated assume premiums are paid for a full 12 months before the first Advance.

RMT CREDIT UNION LTD.

Finance Department, Unity House, 39 Chalton Street, London NW1 1JD
RMT ADVANCE ACCOUNT APPLICATION FORM – please complete your application along with the attached Direct Debit.



MEMBERSHIP NUMBER

Please use **BLOCK CAPITALS** and **black ink**.

1 PERSONAL DETAILS.

Surname		Address	
Forename(s)			
Home phone			
Mobile phone		Postcode	
Email address			
Date of Birth	/ /	National Insurance Number	

2 Your Employment.

Employer		RMT Branch	
Job Description			

3 Mr ☐ Mrs ☐ Ms ☐ Miss ☐

4 Membership Status RMT TU Member ☐ Retired RMT TU Member ☐

5 RMT Advance Account Premiums & Payout

I wish to open a: ☐ Christmas Advance Account ☐ Summer Advance Account ☐ Both

Please tick the appropriate box(es) and indicate the appropriate Plan, Premiums and Payouts below

The account(s) I wish to open are:	Christmas Advance Plan ☐	Premium £	Payout £
	Summer Advance Plan ☐	Premium £	Payout £

(Please see table opposite. Write in the plan letter, premiums and payout amounts you require)

For 2007, Direct Debits for Christmas Advance will commence in January with a double payment. Summer Advance will be paid out in July 2008 with Direct Debits commencing in July 2007.

6 Normally your payments are made once a month (28th) to RMT Credit Union Ltd.

7 I undertake to abide by the rules now in force or those that are adopted. For the RMT Advance Account I undertake to pay the monthly premiums indicated, and at the agreed time I will receive the appropriate payout which will consist of a part rebate of my shareholdings and a credit unions loan.

Your signature

Date



Instruction to your Bank or Building Society to pay by Direct Debit



Please fill in the whole form including official use box using a ball point pen and Send to: RMT Credit Union Ltd., 39 Charlton Street, London NW1 1JD

Name and full postal address of your Bank or Building Society

To: The Manager	Bank/Building Society
Address	
Postcode	

Name(s) of Account Holder(s)

Bank/Building Society account number

Branch Sort Code

Originator's Identification Number

9	7	4	2	8	1
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Reference Number

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FOR RMT CREDIT UNION LTD OFFICIAL USE ONLY
 This is not part of the the instruction to your Bank or Building Society.

Instructions to your Bank or Building Society.

Please pay RMT Credit Union Ltd Direct Debits for the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with RMT Credit Union Ltd, if so, details will be passed electronically to my Bank/Building Society.

Signature(s)

Date

Banks and Building Societies may not accept Direct Debit Instructions from some types of account

This guarantee should be detached and retained by the Payer.

The Direct Debit Guarantee

- This guarantee is offered by all Banks and Building Societies that take part in the Direct Debit Scheme. The efficiency and security of the scheme is monitored and protected by your own Bank or Building Society.
- If the amounts to be paid or the payment date changes, RMT Credit Union Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed
- If an error is made by RMT Credit Union Ltd or your Bank or Building Society, you are guaranteed a full and immediate refund from your branch of the amount paid
- You can cancel a Direct Debit at any time by writing to your Bank or Building Society. Please also send a copy of your letter to us.



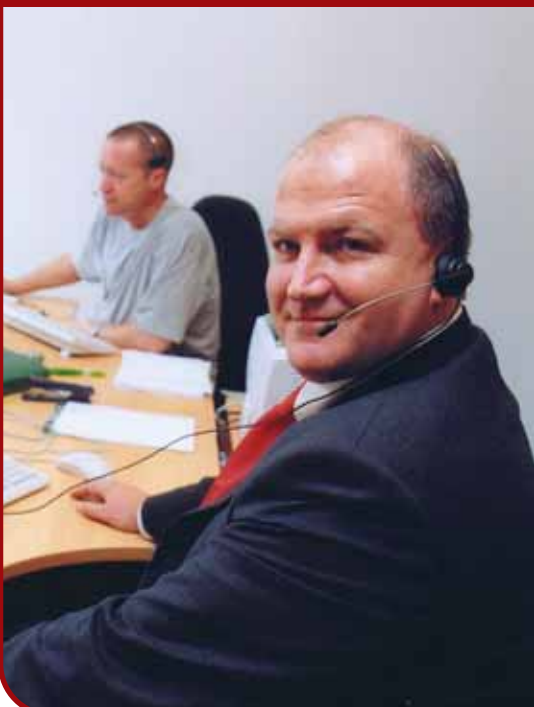
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