

RMT *news*

Essential reading for today's transport worker

BETTER OFF PUBLIC!



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NATIONAL UNION OF RAIL, MARITIME & TRANSPORT WORKERS

Unity House, 39 Chalton Street, London NW1 1JD



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Home phone			
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Date of Birth*		National Insurance Number*	

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Job Description*		Part Time	YES ☐ NO ☐

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C. Asian/Asian British	Indian ☐	Pakistani ☐	Bangladeshi ☐	Chinese ☐	Other Asian background	
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To: The Manager	Bank/Building Society
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9	7	1	7	4	5
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CROSSWORD

EDITORIAL



BETTER OFF PUBLIC

The Tory/Lib Dem re-privatisation of the East Coast Mainline will be the third time that the private sector has been handed this essential service to milk dry.

Yet in the public sector it was turned from a failing service into the most successful railway in Britain whilst handing over £600 million to the treasury.

Its public subsidy is seven times less than that paid last year to Virgin. Its record on safety improvements is unbeatable with "major customer accidents" down 81 per cent since 2009.

Yet this right-wing government believes that private is good and public is bad regardless of the evidence.

The franchising process is a cynical plan to that will enable the private sector to reduce the quality of service, introduce a new band of third class travel and hack back on performance levels on a new gold-plated, eleven year deal.

The rail franchising fiasco also rolls on with the 23-month contract extension on First Great Western which will cost the taxpayer £250 million in lost premium payments.

The figures show that First will pay just £32.5 million in premiums for the extension despite the fact that the premiums of the last two years of the previous contract amounted to £279 million, revealing an astonishing £247 million loss of payments to the taxpayer.

Around 500 jobs are also threatened by the creation of a new merged Thameslink, Southern and Great Northern franchise due to come into operation later next year.

The Department for Transport told franchise bidders they must 'implement Driver-Only Operation (DOO) on all services that operate on the Core Thameslink Route'.

This mad dogmatic agenda is behind plans to close every Tube ticket office by 2015 and cut nearly 1,000 jobs which follows the government's 12.5 per cent cut to Transport for London's funding. RMT is calling for a massive Yes vote in a ballot for industrial action because no matter how it is dressed up by Boris

Johnson, this is all about slashing £270 million from the London transport budget and the proposed cuts will hit the most vulnerable users of tube services the hardest. Throwing in the plan for night time operation at the weekends is just a smokescreen to try and camouflage the real issue which is a savage cuts to jobs, access and safety.

Londoners should not be fooled, axing staff and ticket offices is part of the drive to a faceless, automated tube where you take your chances the moment you enter the network.

Casualisation, zero-hour contracts, poverty pay and bogus self-employment are all weapons used by employers to drive down conditions in the name of profit.

That is why RMT is stepping up the campaign against attempts by agencies like Trainpeople to force their way into the rail industry with the express intent of profiteering at the expense of jobs, security and decent pay and conditions.

The union is also mounting campaigns at those companies already using agencies, notably First Capital Connect, C2C, Greater Anglia and LU, to bring that work back directly in-house on decent and secure pay and conditions.

There has been some positive developments in shipping with news that the union is negotiating retraining and apprenticeships in the industry. It exposes the lie that young workers don't want to work at sea.

There is an alternative to social dumping and the endless drive to the bottom but it has to be fought for and won industrially and politically.

Recent legal victories for bus members have also shown that we can fight the employers in the courts and win.

Finally I hope you and your families have a good Christmas and a Happy New Year, enjoy the festive season you deserve it as you have worked for it.

Best wishes

Bob Crow

RMT News is compiled and originated by National Union of Rail, Maritime & Transport Workers, Unity House, 39 Chalton Street, London NW1 1JD. Tel: 020 7387 4771. Fax: 020 7529 8808. e-mail bdenny@rmt.org.uk The information contained in this publication is believed to be correct but cannot be guaranteed. All rights reserved. RMT News is designed by Bighand Creative and printed by Leycol Printers. General editor: Bob Crow. Managing editor: Brian Denny. No part of this document may be reproduced without prior written approval of RMT. No liability is accepted for any errors or omissions. Copyright RMT 2011

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TRAIN COMPANIES EXPLOIT STORM CHAOS

Union forces cleaning company to drop plans to dock cleaners' pay of cleaners for arriving late during worst storms for five years

Greedy private train companies made millions as a result of cancelled services due to the storm disruption in late October exposing the rip-off of rail privatisation.

Under 'Schedule Eight' payments, train operators can claim huge sums of money back from the publicly-owned Network Rail with the taxpayer left to pick up the bill.

The Rail Delivery Group has confirmed that that is exactly what happened after train

services were cancelled across southern Britain.

Effectively it means that trains companies can make more money for not running services and incentivises them to bring the network to a halt. The companies save a fortune by leaving trains in the shed and are compensated at the same level as if they were running them.

RMT general secretary Bob Crow said that passengers will be furious to learn that the

private rail companies will pick up taxpayer funded subsidies regardless of whether they run trains or not.

"This really is a one way ticket to the bank for the greedy private operators who simply cannot lose

"Due to the stupid way that privatisation works it suits the train operators down to the ground not to run services and to lay the blame at the door of Network Rail.

"That way their armies of lawyers can claim compensation back from the publicly owned NWR and leave the taxpayer to pick up the tab.

"Money that could have been spent tackling the half billion pound backlog of essential rail drainage works that contributed to the shutdown is instead being ripped off by greedy train companies.

"While thousands of essential and safety critical rail track jobs have been cut the TOC's are awash with spare cash that is being bled out of exactly the

sort of capacity and maintenance works that could have mitigated against the impact of weather.

"RMT is in no doubt that the train operators are happy to exploit this chaos as the system allows them to get paid for doing nothing, reinforcing the case for public ownership," he said.

INITIAL PAY UP

RMT forced cleaning company Initial to drop plans to dock the pay of cleaners working in Brighton on the First Capital Contact rail contract for arriving late during some of the worst storms for five years.

The union pointed out that FCC paid Initial regardless of weather conditions and did not penalise their own workers simply for struggling to get into work under extremely difficult conditions.

Following the union's intervention the company agreed to pay the full wages.

DISGUST AT SEWAGE

RMT renewed its call for an end to the shocking practice of private train companies dumping human sewage on railway tracks after a government minister was forced to admit that the practice was "utterly disgusting".

Transport minister Lady Kramer was prepared to condemn the filthy practice in a Lords debate but refused to commit the government to taking action, instead urging the train companies to act themselves - the same

companies who profit out of not financing the cost of installing tanks and employing staff to empty them.

When challenged on the issue, Lady Kramer admitted that "customer service had not always been at the centre of railways".

RMT has repeatedly pointed out that some sections of the rail infrastructure are like an open sewer and that the human waste doesn't simply hit the track bed, it sprays out when trains are travelling at speed posing a health risk

staff.

One notorious spot is Liverpool Street Station where an e-petition was launched by disgusted passengers (see below).

RMT general secretary Bob Crow said that it was a shocking indictment that with hundreds of millions of pounds being creamed off in private profits a year, that raw sewage is still being dumped across the tracks.

"There is no point the government requesting that the private train companies

act, they are the one's profiting out of this scandal by allowing it to continue in the full knowledge that it is both dangerous and disgusting.

"The train companies should be forced by the government to pay the price for upgrading the trains and employing staff to empty the tanks," he said.

Stop raw toilet waste being dumped at Liverpool Street Station
<http://epetitions.direct.gov.uk/petitions/47763>

MITIE CLEANERS FIGHT FOR LIVING WAGE

RMT members working for sub-contractors Mitie on First Great Western took strike action for the third time in November in a fight for a Living Wage and against zero hours contracts.

The strike came as news emerged that the Mitie's top boss, presiding over the culture of low pay and zero hours contracts, had raked in over £1.37 million with shareholder dividends soaring to over £20 million.

The most recent company accounts show that Mitie Group PLC for the year 2012-13 made pre-tax profits of £58.8 million, paid out dividends to shareholders of £20.6 million which represents a 11.9 per cent increase, with the highest paid director pocketing £1.374 million, a 7.4 per cent increase.

The latest phase of action by Mitie/FGW staff follows two rock-solid 24 hour strike which kicked off in October and which saw pickets out in force at key locations across the franchise with a major, high profile protest at London's Paddington station.

The matters at the heart of the dispute are simple – the fight for pay and workplace justice for the lowest paid groups of staff on the lucrative First Great Western service and an end to the poison of zero hours contracts.

The strike comes against the backdrop of First themselves being awarded a massive, multi-million pound two year extension of their contract which nails the lie that there is no money available to pay their cleaners a living wage on secure contracts with decent working conditions.

Mitie, the government's favoured 'facilities management' contractors, are



Visit rmtv.org.uk for a full video

renowned for swallowing up public contracts that make them a fortune off the backs of thousands of low paid, casualised workers.

Fresh from winning a 20 per cent pay increase for cleaners on the North East's Metro service in similar circumstances, RMT is taking Mitie on and exposing the company and the huge sums they are making from a culture of poverty pay and job insecurity.

RMT has handed out thousands of leaflets to FGW passengers asking them to email the company in support of the cleaners who do some of the dirtiest jobs on the network for some of the lowest wages.

RMT general secretary Bob Crow said that the Mitie boardroom was awash with

cash and there was no doubt that both staff and public anger will be raised to new heights.

"RMT members have shown guts and determination throughout this long fight for workplace and pay justice and we expect strong support from across the labour movement as we move into this second phase of industrial action.

"First Group landed a jackpot rollover with a two year contract extension on Great Western that will make them and their sub-contractors a fortune so now is the time for the cleaners out there day and night to get their fair share through a Living Wage, decent sick pay and benefits and an end to the evil of zero hours contracts," he said.





GUARD THE GUARD AT THAMESLINK!

Union meetings to launch campaign to defend jobs threatened by new Thameslink franchise

RMT is organising meetings in December to defend around 500 jobs threatened by the creation of a new merged Thameslink, Southern and Great Northern franchise due to come into operation later next year.

The Department for Transport told bidders they must "implement Driver-Only Operation (DOO) on all services that operate on the Core Thameslink Route"

Companies bidding for the franchise may have bigger plans for extending DOO the new franchise which Southern will become part of from July 2015.

The Invitation To Tender document produced by the government is designed to follow the McNulty Rail Review cuts and axe all guards.

There are also unspecified cuts to ticket offices and station staffing that will only be quantified in the confidential tender submissions from approved bidders Abellio, FirstGroup, Govia, MTR and Stagecoach.

There are 400 guard's jobs immediately at risk with scores more jobs certain to come into the firing line on the stations and platforms as the bidders seek to cut the headcount and exploit the lucrative London commuter routes for every

penny that they can regardless of the implications for service quality and public safety.

RMT general secretary Bob Crow has warned that the services covered by the new franchise charge some of the highest fares and both trains and platforms are constantly rammed solid, reinforcing the critical safety role of the staff in preventing accidents and the passengers being squeezed onto the tracks.

"This ConDem government plans to award franchises to the company which has the biggest cost-cutting record and proposals based on McNulty report and it wants new rail staff put on 'new' – which means worse – terms of employment.

"Axing guards and station staff is a lethal gamble with public safety on some of the busiest commuter routes where demand continues to grow forcing more and more people into a system which is already bursting at the seams.

"The axing of these posts would not only compromise safety but would lead to more delays and disruption as passengers are left to fend for themselves and services grind to a halt," he said.

RMT OPEN MEETING FOR SOUTHERN, GREAT NORTHERN, THAMESLINK STAFF

Brighton venue TBC 1100 Sunday December 15

Speakers:

RMT general secretary, Bob Crow

RMT assistant general secretary, Steve Hedley

RMT executive, Mike Sargent

Organiser, Paul Cox

Conductors' Company Council reps, Adrian Walsh and Malcolm Chisholm

The meetings will have time for discussion and ideas from members about how we win this campaign.

STOP TUBE CUTS!

RMT calls for Yes vote in ballot for action against plans to close every Tube ticket office by 2015 and cut nearly 1,000 jobs



RMT is balloting all London Underground members against plans to close every ticket office, scrap nearly 1,000 stations jobs including the removal of station supervisors at some stations.

London Underground is beginning a 90-day process to impose these cuts as early as February next year following the government's 12.5 per cent cut to Transport for London's funding.

RMT opposes plans to replace skilled workers with unreliable automation in all areas, including train maintenance, engineering, service control and train operation.

London needs an Underground that is adequately staffed to ensure an accessible, safe, reliable service. RMT is calling on LUL and the London Mayor Boris Johnson to abandon these plans.

Boris Johnson claimed to oppose ticket office closures before he was elected.

RMT general secretary Bob Crow called for a Yes vote and said that no matter how it is dressed up by Boris Johnson, this is all about slashing £270 million from the London transport budget and the proposed cuts will hit the most vulnerable users of tube services the hardest.

"The mayor must believe he is some sort of magician if he thinks he can slash a thousand jobs and still run safe services when everyone knows that staffing has already been cut to the bone while passenger demand continues to rise.

"Throwing in the plan for night time operation at the weekends is just a smokescreen to try and camouflage the real issue which is a savage cuts to jobs, access and safety.

"Any move to run through the night would require huge additional capacity and staffing and wholesale changes to fleet and infrastructure maintenance that would require the

agreement of the tube unions and the issue has only been flagged up today as a diversion from the massive cuts agenda.

"Londoners should not be fooled, axing staff and ticket offices is part of the drive to a faceless, automated tube where you take your chances the moment you step onto a station,

a platform or a train. That is the real issue we have been confronted with today.

"RMT will work with sister unions and the public to fight these plans and that means using every campaigning, political and industrial tool at our disposal including a ballot for industrial action," he said. ■

EVERY JOB MATTERS RMT

DEFENDING JOBS ON LONDON UNDERGROUND

London Underground's plans

- 953 jobs to be axed
- every ticket office to close by 2015
- total restructure of station staffing
- threat of further cuts to come

RMT deplores London Underground's plans to close every ticket office, scrap nearly 1,000 stations jobs and reorganise station staffing, including the removal of Station Supervisors at some stations. This is a catastrophic attack which is not aimed at improving our tube but at saving millions of pounds following the government's 12.5% cut to Transport for London's funding.

RMT also opposes plans to replace skilled workers with unreliable automation in all areas, including train maintenance, engineering, service control and train operation. London needs an Underground that is adequately staffed to ensure an accessible, safe, reliable service. RMT calls on LUL and the Mayor to

abandon these plans. We remind Boris Johnson that he claimed to oppose ticket office closures before he was elected. We will be working with other trade unions and the wider community to oppose these cuts. RMT has made its opposition to staffing cuts clear to London Underground over a long period, but have not listened to us so far. With beginning a 90-day process towards imposing these cuts as early as February, we need to take industrial action to make the company see sense. RMT will pursue a high-profile campaign and is balloting all London Underground members for strikes and action short of strikes.

VOTE YES FOR ACTION

SACK THE AGENCIES

Casualisation, zero-hour contracts, poverty pay and bogus self-employment have no place on transport services

RMT is stepping up the campaign against attempts by agencies, notably Trainpeople, to force their way into the rail industry with the express intent of profiteering at the expense of jobs, security and decent pay and conditions.

RMT branches in Wales have alerted the union to the fact that there is a new drive by Trainpeople to try and get a foot in the door through an aggressive marketing approach to railway employers.

The union has pledged again to fight off any attempts by Trainpeople, or similar agencies,

to downgrade and casualise rail jobs.

RMT will be producing new campaigning materials as it links up the fight against casualisation by train companies, on rail infrastructure and on London Underground.

As well as heading off any new attempts by the agencies to pick off rail workers' jobs, the union is also mounting campaigns at those companies already using agencies, notably First Capital Connect, C2C, Greater Anglia and LU, to bring that work back directly in-house on decent and secure pay and

conditions.

On the rail infrastructure, RMT has continued to expose how the use of agencies is directly associated with fatigue, breaches of safety, zero-hours contracts, bogus self-employment, casualisation and poverty pay.

The campaign for those staff to be brought directly under Network Rail also remains a key demand.

RMT general secretary Bob Crow said that there were increasing reports of train companies, seeking to expand their profits, looking more and more to hive-off railway jobs to the opportunists from the agency sector with Trainpeople leading the way with an aggressive marketing campaign.

"RMT is making it clear that not only will we fight off the attempts by the agencies to



move into new areas but we will also continue to campaign industrially to remove them from the areas they have already occupied and to bring that work back in house.

"Casualisation, zero-hours, poverty pay and bogus self-employment have no place on Britain's rail and transport services and the battle to beat back this orchestrated attack on jobs and conditions is one of the top priorities of the union as we step up our campaign," he said.



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(Now with two operators)

Keep your RMT membership details up-to-date

In the light of draconian anti-trade union laws that have been used against the union, members should keep their personal data up to date. It is also important to note that in order to keep members informed your union requires your mobile telephone number and email address.

Members can do this via the RMT website, telephone the RMT helpline above, or writing to the membership department at RMT head office, Chalton Street, London NW1 1JD.

STUC WOMEN MEET IN DUNDEE

Over 150 delegates met in Dundee for the Scottish TUC women's conference in November to oppose violence against women and zero hours contracts and to call for rail nationalisation and universal childcare.

The women's committee also elected RMT member Ann Joss as chairwoman for a year, only the second time a NUR/RMT member was elected to the position in 86 years.

Delegates agreed that public ownership of rail could be used to create more favourable conditions for improving equality and diversity in the railway industry as a result of the benefits of direct public control and greater democratic accountability.

Conference also agreed that when domestic abuse occurred employees often didn't know where to turn for advice and called on the Scottish government to encourage every employer to have a mandatory domestic abuse policy.

Delegates were 'deeply concerned' at the increased use of zero hours contracts and the use of the 'Swedish derogation' used by agencies in EU law to evade paying staff decent wages.

Conference called on the Scottish government to ensure that zero hours contracts are not used by public bodies for the UK government to ban their use.

Delegates heard that parents in Scotland faced some of the highest childcare costs in the UK and agreed high-quality childcare had a vital role to play in tackling child poverty.

Conference further agreed that universal childcare should be a cornerstone of future Scottish governments. ■

Parliamentary column



SHIP OF FOOLS

With BAE System's closure of its Portsmouth shipyard, England has lost the capacity to build ships bringing to an end another vital manufacturing industry, in this case after 500 years.

That this government is able to cut so casually this vital capacity and the livelihoods of the workers and their families is nothing short of a national scandal.

It is also a scandal that the UK stands on the brink of losing the capacity to actually operate ships. Over 70 per cent of UK ratings are 40 years or older and the majority of the 10,000 or so currently in work will retire before the end of the decade. UK officers are of a similar age profile and, although supported by the Tonnage Tax training scheme and SMarT funding, the annual rate of trainees remains below that required to avoid a similar fate beyond 2020.

Yet we heard nothing of this crisis for seafarers during London International Shipping Week in September. Despite the glitz and glamour of meetings with the Prime Minister, his rival the Mayor of London and global shipping financiers, the UK shipping industry and the government are living in a fantasy world if they regard the national maritime skills base as irrelevant to their pursuit of profit.

Indeed, veteran maritime industry journalist Michael Grey's comment in Lloyd's List in November is worth repeating: "Only a deluded lunatic could suggest any pretence of the UK being a maritime nation today. Our mariners are few and...their morale is shot to bits. Nobody in government really seems to care that ships that fly the Red Ensign are manned by foreign crews and mostly owned abroad".

The extent of government collusion in the demise of the UK as a seafaring nation was revealed recently in the official UK Register newsletter, Flagging Up which outlined how the UK flag is sold to prospective ship owners, insurers and financiers: "Many prospective customers were unaware the UK Flag offered services equal in responsiveness to Flags of Convenience, but at a significantly

lower cost".

UK Register official Tom Borland also helpfully outlined just how keen the Government is to take ships on to the register with no regard to the composition of the crew other than cost: "We are a customer focused Flag and are here to support industry and its commercial operation whilst enhancing maritime safety and environmental protection."

But before anyone bangs on about the success of the Tonnage Tax in expanding the UK registered fleet, let's always remember that shipping companies have enjoyed a net tax break of over £750m (so far) in return for a small growth in the number of UK officer trainees and nothing for ratings. Vessels that fly flags of convenience, including Panama, Liberia and the Marshall Islands, qualify for this tax break.

The failure to extend the Equality Act protections from pay discrimination to all seafarers and the lack of enforcement of the National Minimum Wage continue to combine with the paltry provision from the Tonnage Tax to drive down the number of jobs for UK seafarers. There is also a threat to jobs from the impending regulations seeking to cap sulphur emissions from shipping. As an MP for a busy passenger ferry port, I am acutely aware of the need to veto these regulations.

I also continue to support RMT's call for the Tonnage Tax to contain a mandatory link to UK ratings training. I recently tabled a motion to highlight the ongoing campaign to revitalise the UK maritime skills base through more training and jobs for UK ratings.

The motion signals the start of a period of concerted pressure on the government to heed the calls of seafarers for more training and jobs. RMT's Parliamentary group has meetings coming up with the Shipping Minister and the Chamber of Shipping and we will do our utmost, in tandem with RMT officials, to secure a better deal for UK seafarers.

Karl Turner is MP for Hull East



STOP THE GREAT RAIL RIP OFF!

RMT general secretary Bob Crow exposes the multi-million pound con trick of re-privatising the East Coast rail operation before the next election

The re-privatisation of the East Coast Mainline will be the third time that the private sector has been given a shot at running these essential inter-city services.

GNER, the first private operator to hold the contract, went bust mid-stream. Their failure paved the way for National Express to takeover but by the summer of 2009 they had thrown the keys back leaving public ownership as the only game in town.

Yet Directly Operated Railways turned a service that was teetering on the brink of collapse under the private operators into the most successful railway in Britain which now easily outstrips on every indicator the comparable long haul routes West Coast and Great Western – not least on the financial returns and cost to the taxpayer.

Since 2009, DOR has paid £602 million into public funds, over £200 million more than National Express did, and £209 million more than Virgin Rail – the franchise-holder for the west coast mainline – has managed

during the same period and DOR is on course to top the billion pound mark before the government pulls the plug.

Its public subsidy is an absolute pittance compared to its competitors, seven times less than that paid last year to Virgin. Its record on safety improvements is unbeatable with "major customer accidents" down 81 per cent since 2009.

The most recent reports show customer satisfaction and punctuality are at unprecedented highs and that the route is carrying more passengers per mile than any of the other long-distance operators.

By any measure this is a stunning success story that we should all be proud of.

However, that doesn't suit this right-wing government who believe that private is good and public is bad no matter the weight of evidence. And so they have had to go to extraordinary lengths to try and airbrush out of the prospectus the public sector triumph on the East Coast.

Before the formal launch of

the franchising timetable, RMT obtained a draft, internal working copy of the prospectus for the whole process which exposed a cynical plan to smash apart the highly successful public DOR operation, returning the inter-city route to the private sector on lucrative, profiteering terms that will enable them to reduce the quality of service, introduce a new band of third class travel and hack back on performance levels on a new gold-plated, eleven year deal.

The leaked draft is a deeply sinister document as it contains the changes and alteration considered necessary to make a systematic and politically motivated de-valuation of the performance and achievements of ECML in the public sector in order to justify a third gamble on the private option.

Nowhere is this clearer than when the prospectus originally highlights that ECLM is the carrier of the highest number passengers per train mile than any other franchised UK operator. This killer point is then redacted as is the crucial commentary that East Coast is not only ahead of Virgin and First Great Western – the other inter-city franchise holders – but that East Coast under public ownership is also amongst the highest performers in Europe for passengers per mile.

The issue of passenger

satisfaction is also downgraded with the original draft detailing the ECML's 92 per cent score in Passenger Focus's National Passenger Survey published in Autumn 2012 but with the revised and redacted version scrubbing it away as it simply doesn't fit the script.

All of this is down for the sole purpose of trying to kill off British state ownership of the East Coast service. However, in a parallel with the energy industry, it is a different story when it comes to foreign state ownership.

Among the top bidders for the franchise is a consortium split between Eurostar and Keolis, both majority-owned by the French state firm SNCF. As well as Virgin, another contender will be Arriva, the British train company wholly owned by Deutsche Bahn, which is in turn wholly owned by the German government. So, the prospect for users of the East Coast is one of paying higher fares to travel on worst service to subsidise rail travellers in Berlin and Paris. That is nothing short of a scandal.

It seems that politicians have learnt nothing and are happy to tear apart a successful operation we should all be proud of. This fight isn't over yet and RMT will continue to battle to stop what amounts to the greatest rail-rip off.



RMT EXPOSES GREAT WESTERN ROBBERY

RMT has exposed the hidden truth that the 23-month contract extension on First Great Western, cobbled together by the government in the wake of the franchising collapse sparked by the West Coast shambles, will cost the taxpayer £250 million in lost premium payments.

A series of parliamentary answers and RMT research has dragged the core financial basis of the Great Western roll-over out of reluctant government ministers.

The figures show that First will pay just £32.5 million in premiums for the 23 months of the new extension.

However, the premiums of the last two years of the previous contract amounted to £279 million, revealing an astonishing £247 million loss of payments to the taxpayer over a similar period under the current deal.

The figures back up the union's claim that the franchising shambles is set to rob the British taxpayer of hundreds of millions of pounds which could have been invested



in staffing, infrastructure and new fleet.

It also proves that, with private train companies bullying themselves in to a monopoly provider position, franchise extensions are being awarded at the last minute, on back-of-an-envelope calculations with the companies able to fill their boots with outrageous financial demands.

RMT general secretary Bob Crow said that news that the rail franchising shambles was set to cost the taxpayer another quarter of billion pounds on the Great Western route came as a bitter blow to staff and

passengers contending with attacks on pay and conditions and eye-watering fare increases to travel on notoriously overcrowded trains.

"First Group are laughing all the way to the bank, not only did they dodge £800 million in premium payments by ducking out of the old contract early but they've now ended up with a rollover dropping into their laps worth a cool quarter of a billion pounds in further lost returns to the taxpayer.

"This important inter-city route, starved of essential investment in capacity and staffing, has ended up as a

billion pound bonanza for private company shareholders who cannot believe their luck.

"The government has presided over this franchising shambles and should be called to account for their wilful financial negligence which is transferring cash needed for rail investment straight into the pockets of the train operating companies with passengers and staff left to pick up the pieces.

"The case for the return of our railways to public ownership is reinforced yet again by this latest outrage," he said.



RMT WARNS THAT £1.7 BILLION RAIL CUTS WILL HAMMER JOBS AND SAFETY

RMT has warned that £1.7 billion of cuts to Network Rail budgets from 2014, announced by the Office of Rail Regulation and dressed up as "efficiency savings", would spark off further savage cuts to jobs and maintenance - compromising safety and reliability and making a nonsense of ORR's core objectives.

The union said that if the profits and subsidies sucked

out of the rail system by the private train operators were instead reinvested in capacity, staffing and infrastructure, delays and cancellations would be reduced, more trains could be run, the repairs and modernisation backlog could be tackled and level crossings phased out.

RMT general secretary Bob Crow said that demanding £1.7 billion of cuts from

Network Rail threatened jobs, maintenance and safety at a time when the railways are already short of staff and paying the price for a backlog of maintenance that leaves services at constant threat of total breakdown.

"If the profits and subsidies sucked out of the railways by the private companies were instead retained within the central pot under one publicly

owned rail body there would be more than enough money to employ extra staff, tackle the shelved repairs and modernisation works, phase out the lethal level crossings and increase capacity and reliability.

"The government is flying in the face of all logic by retaining the shambolic and fragmented privatised rail model," he said.



CASUALISATION IN THE DOCK

Investigation into the death of a track worker highlights a number of safety failings by the contractor

An investigation into the death of a Network Rail worker working for contractor SkyBlue has found that it could have been avoided if a Safe System Of Work (SSOW) had been implemented for the task at hand.

Track worker Scott Dobson was struck by a passenger train near Sykes Lane, about half a mile from the Lincoln side of Saxilby station on December 4, 2012.

He had been working on the tracks just outside of Saxilby on behalf of Network Rail, and was the site's Controller of Site Safety (COSS).

Scott Dobson was first hired by SkyBlue in 2006 and qualified to act as a COSS in 2008.

The Rail Accident Investigation has since been investigating the causes surrounding his death, noting a number of safety failings by the contractor.

The RAIB report found that SkyBlue did not have a process to ensure all incidents or accidents affecting people it had hired are reported and recorded.

It found that there was a lack of clarity within SkyBlue as to who was responsible for managing the follow-up of two near-miss incidents involving the same COSS previously, followed by no action taken by Network Rail.

SkyBlue also had no effective performance review regime for managing the competence of people it hired for work on Network Rail infrastructure at the time.

It also found Dobson was distracted by the noise, cold conditions and work being undertaken on the line, perhaps even getting involved in the work, and did not see or hear the approaching train.

RAIB said that other staff contracted by SkyBlue had not challenged the absence of the SSOW, the COSS, lack of briefing by the COSS to the supervisor, or working within an unsafe area.

It also concluded Dobson had not been subject to an effective formal performance review by SkyBlue that had hired him for COSS duties for the work and on other occasions.

Network Rail has been given a recommendation to better control the risk arising from the use of agency staff in safety leadership roles.

RMT union general secretary Bob Crow said that the investigation highlighted the issues track workers face and the dangers of using casual labour.

"The RAIB report into this appalling tragedy shines the spotlight on the dangers inherent in the current working environment of track workers

on Britain's railways.

"Those ever present dangers are compounded by the use of contractors and agencies and the growth of zero-hour contracts and casualisation in this safety critical environment," he said.

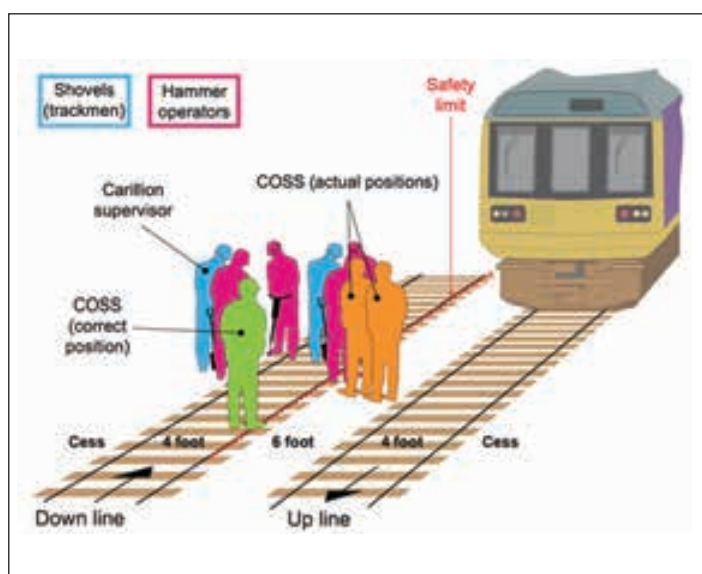
"In this case the victim of this tragedy was on the books of SkyBlue, and several steps away from the actual organisation responsible for rail infrastructure, Network Rail.

"That chaotic approach has to end with Network Rail taking

over these contracted staff under central control on decent pay and conditions.

"The report also exposes the culture on our railways where cuts have led to impossible workloads and pressure of work within a management system that allows workers' on the railway without a safe system of operation being managed and maintained at all times.

"That culture has to change and that means calling a halt on subbing out and casualisation," he said. ■



**NEVILLE
THURLBECK
THE MAN WHO
SMEARED RMT**

*Guilty
of phone
hacking*

Just before the start of the News of the World phone hacking trial, a small group of participants in the scandal pleaded guilty as charged.

One of them was a man called Neville Thurlbeck.

Thurlbeck had risen to the rank of chief reporter at the News of the World throughout the period when hacking was rife. It was Thurlbeck who signed off the contract with Glenn Mulcaire, the “private investigator” responsible for hacking the phone of the murdered schoolgirl Milly Dowler.

But it was Thurlbeck who was also responsible for running a smear operation against RMT and our general secretary Bob Crow.

The paper had mounted a major surveillance and blagging operation against this union back in 2011 which included lurking in the shadows with a long-range lens while the general Secretary was on a

private holiday. It was crystal clear at the time that details of the Bob Crow’s movements could only have been obtained through blagging and hacking of private calls and information.

All of this information was passed on by the union when Bob Crow gave evidence to the Levenson Inquiry. To this day there has never been any explanation of the full extent of the Murdoch presses shadowy campaign to smear this union and its officials.

But what we do know is that the self-confessed hacker Mr Neville Thurlbeck was right at the heart of it with his network of crooks on hand to do his dirty work.

As we went to press Thurlbeck was awaiting sentence. Needless to say, despite Leveson and the current trial, the union remains on a permanent state of alert to take on and challenge any remaining members of the gutter press who seek to do us damage. ■

REMEMBERING FALLEN SEAFARERS

RMT general secretary Bob Crow and national secretary Steve Todd represented the union at the annual remembrance service at the Merchant Seamen's War Memorial garden at Tower Hill, London.

They said that it was a privilege to lay wreaths on behalf of those seafaring

colleagues who lost their lives in both World Wars and more recent conflicts such as the Falklands.

"Whilst not glorifying war, it is always a very moving occasion and the numbers of veterans gets fewer every year.

"It's a tribute to those very brave men and women that the service is also attended by the

younger generation who are prepared to ensure they are not forgotten," Bob Crow said.

Over 35,000 merchant seamen were lost in World War Two alone, most the victims of U-Boat attacks, with over 5,000

taken prisoner.

"It is often forgotten that British merchant ships were on the front line in the struggle against fascism," Steve Todd said.



TYNESIDE: RMT joins seafarers, naval cadets, their families and the Mayor of South Tyneside at the Remembrance Day ceremony at the Merchant Navy Memorial on the banks of the river Tyne.

APPRENTICES REMEMBER SEAFARERS

UK Flag Deck apprentices bore the flag of The National Maritime Training Centre at the Annual Remembrance Service for Seafarers at London's St Pauls Cathedral.'

RMT national secretary Steve Todd said that it was a very welcome initiative from DFDS for which they should be applauded.

"It's a very much needed injection of new blood into the industry, it's good to see that the young seafarers were all local lads from a seafaring community that needs these jobs.

"At a recent meeting in Copenhagen I congratulated the company for their initiative and urged them to extend this into an ongoing project," he said. ■



APPRENTICES: Brandon Payne, Damien Beechy; Billy Chambers; and Ellis Vine - four of the six Apprentices and with them are Gemma Griffin HR & Crewing Director and Steve Todd.

RMT MEMBERS REJECT P&O PROPOSALS

Nearly 80 per cent of RMT seafaring members employed by P&O Ferries in Dover have rejected P&O's proposals to introduce new salary scales for new entrants on terms and conditions

harmonised with other sectors of the business.

After several months of negotiation the employer and the union agreed to put the matter of harmonisation with other sectors of the business to

the workforce. The result has been that the company's proposals have been overwhelmingly rejected.

RMT is calling on the company to respect the views of its workers and make a clear

statement that the matter will now be put to rest.

RMT general secretary Bob Crow said that there was a need to move on now and reassure the workforce that this dreadful period of uncertainty is over. ■

RMT WELCOMES TRAINING FOR SEAFARERS

A new wave of apprentices has arrived in South Tyneside as efforts continue to bolster the number of British seafarers.

RMT has been attempting to reverse the decline in the number of homegrown seafarers employed on vessels sailing through UK waters by persuading marine companies to take on British workers.

And the fruits of those efforts were seen recently when 13 new apprentices arrived to start their training at South Shields Marine College. The young men, the majority from Scotland, have been taken on by the Scottish-based ferry operator Cal Mac and Bibby Ship

Management.

They will spend the next few weeks carrying out basic seafaring training at the borough college, before heading off to sea.

The Cal Mac apprenticeships were much sought-after with the successful 10 applicants emerging from more than 1,000 applications.

At a get-together at the Marine Safety Training Centre in South Shields, the students, aged 16 to 24, met RMT national secretary Steve Todd.

"A total of 1,000 applied for the Cal Mac apprenticeships and that is a figure which belies the myth that people don't want to go to sea.



"If there is a career available, people will say yes to it and they are being offered a golden opportunity of a life at sea.

"If we don't do the training, the ratings will disappear and the age profile of ratings in the UK is in their mid-fifties. That's

a real problem we need to address," he said.

The students will spend two years before attaining their able seafarer certificate and will also have the opportunity to go forward to officer training.

ISLE OF MAN STEAM PACKET TRAINING SUCCESS

RMT has backed new conversion courses for members working on Isle of Man Steam Packet services to allow them to progress in the industry.

RMT national secretary Steve Todd made successful approaches to the UK Maritime Coastguard Agency and others regarding a much needed review of sea time qualification which effectively hindered the progress of UK/Manx trainees.

"As a result of our representations, a significant reduction of qualifying sea time has been agreed, taking into account previous sea time.

"Other administrations have a more relaxed approach and there is a danger that we end up with seafarers from other nations working on UK/Manx vessels with 'certificates of convenience'," he said..

RMT regional organiser Ken

Usher welcomed this much needed investment in training for the future and gave all credit to the company for funding the initiative.

"We now see that rating numbers have dropped so low that companies are taking positive action to meet their service requirements.

"Both the UK and Manx governments need to ensure that more funding is available for training which is for the benefit of our Island nation," he said.

Three RMT members are all converting from the On Board Catering Department to Deck including Dave Punton who is already working as EDH. Colleagues Mike Cotino and Jamie Taylor are both working towards their EDH and qualifying sea time.

These members have undertaken a mix of training



which includes practical on-board training together with attendance at North West Kent college in Gravesend for practical elements of the course in relation to STCW Sea Survival, Lifeboat and Fire prevention and firefighting.

The on board training elements have been overseen and supervised by CPO Deck Bosun Peter Jones, who is also the Port Committee chairman.

His wealth of experience and knowledge gained over 45 years at sea and a member of the NUS/RMT has been passed on to colleagues.

"These men are the first to undergo this conversion course and I have every confidence that the skills they have gained will develop them into first class

AB's for the future.

"I am proud to have been able to pass on my experience, safe in the knowledge that the training given will be used to great effect.

"We need to bring more and more young people through to protect our industry, skills and maritime status" he added.

Isle Of Man Steam Packet human resource director Ethel Docherty recognised the need for additional staff that were fully trained to the required standards.

"This is a sound investment for the future of the company and the Industry and I'm proud of the guys and the support that we have received from the union," she said.

NO TO MCNULTY!

20 years of rail privatisation marked with protests around the country against the McNulty report

On November 5 RMT and the TUC-backed Action for Rail campaign marked the twentieth anniversary of the passing of the Railways Act which condemned lifeline transport services to fragmentation and exploitation with protests against McNulty plans for further cuts.

RMT also launched fresh research exposing the privatised rip off which has left passengers paying the highest fares in Europe to travel on overcrowded, unreliable services.

New research from RMT shows that:

- Private train operators and rolling stock companies paid out dividends of over £359 million in 2012-13 alone – money that could have been invested in the maintenance, upgrading and capacity increases that are so desperately needed.
- Since 1995 over £3.5 billion has been paid out to private train operator shareholders in dividends – hard cash siphoned out of the railways that could have held fares down and financed a modernisation programme.
- Privatisation has hammered British passengers more – average ticket prices have increased by over 23 per cent in real terms since 1995 leaving us with Europe's

highest commuter fares for both day returns and season tickets.

- Rail passenger fare revenue in the UK increased 150 per cent between 1994-95 and 2012-13 while investment has been effectively frozen. While passenger numbers have increased by 60 per cent carriage capacity has increased by only three per cent. Passengers, paying through the nose, are crammed into trains with many on the busiest routes unable to get on board at all.
- The taxpayer is subsidising this racket with huge sums in corporate welfare. The most breath taking example being the halving of track access charges, the money the private train companies pay publicly-owned Network Rail to use the infrastructure, from £3.19 billion in 1994 to £1.59 billion in 2012* – robbing Network Rail of £1.6 billion which could have covered the maintenance deficit, financed upgrading and wiped out the lethal level crossings.

Meanwhile, foreign state-owned operators have been cleaning up, using the extortionate fares and the taxpayer subsidies in the UK to underwrite the running of cheaper, modern and more reliable services in Paris, Berlin



and beyond.

Overseas companies, mainly state owned, now control 65 per cent of Britain's railways proving that the government are happy with state ownership as long as it's not by the British state in the interests of British people.

While European competitors have been building high-speed, modern rail networks the backlog of essential repairs and renewals in Britain has been allowed to build up to an estimated £1 billion leaving services permanently on the edge of disruption.

2000 safety-critical track jobs have already been lost and with the regulator demanding another £1.7 billion of cuts, and train companies moving to axe guards and station staff to boost profits, Britain's rail users face the prospect of years of misery as demand outstrips supply and infrastructure deteriorates.

RMT general secretary Bob Crow said that November 5 was the time to remember two decades of greed, exploitation and political sabotage which have dragged Britain's railways through the mud in the name of private profit.

"It is also the time to renew the fight to end this long-running scandal and to bring the entire network back under public ownership.

"For twenty years the political class has failed rail passengers and workforce while overseas state operators have been allowed to plunder our services to keep costs down on their own turf.

"It is a shocking indictment that £3.5 billion has been robbed in private dividends while the essential maintenance backlog stands at around £1 billion and profit is placed head and shoulders above safety.

"We remember the twenty years of profiteering and destruction on our railways and we step up the fight to bring the entire network back under public control," he said.

FOR AN INDEPENDENT SCOTLAND

The referendum on Scottish independence on September 18 2014 will be a monumental moment in our nation's history.

After 300 years of political union those eligible to vote including 16-18 year olds are to be asked 'Should Scotland be an independent country?'

My response to that question will be Yes.

In the event that the Referendum will declare a Yes vote the Scottish government has proposed that Independence Day will be March 24, 2016 to allow negotiations with the Westminster government on the transition arrangements towards independence.

May 2016 would then see the first ever elections to an independent Scottish Parliament. This will be the time for political parties to present their election manifestos to the electorate.

It is important to understand that voters are not being asked on September 2014 to support a political party or endorse a political programme.

Neither does it register support for Alec Salmond and the SNP Scottish government. I am not an SNP supporter but credit to the party in government for giving us the opportunity to have our own parliament - to enshrine the right of all nations to self determination. A parliament with all the necessary powers to make our country more fair, just and prosperous..

The Scottish government White Paper - "Scotland's Future - Your Guide to an Independent Scotland" is designed to inform the voters of the benefits of independence and explain the ways of building a stronger economy and a fairer society.

This comprehensive document (670 pages and 170,000 words) describes what an independent Scotland would look like and answers a range of questions on the practicalities of Independence. It also lays out a number of policy choices the SNP will implement if returned

to government in May 2016.

Alec Salmond is quoted as saying "We do not seek independence as an end in itself, but as a means to change Scotland for the better".

Welcome as some of their commitments are such as getting rid of nuclear weapons, scrapping the bedroom tax, protecting the NHS and other improved social and welfare provision we must be careful to ensure that an independent Scotland would not be forced to accept all SNP policies.

RMT will also have our agenda on workers' rights, repeal of anti-trade union laws or transport issues relating to rail and the ferries and the off-shore energy industry.

Perhaps the emergence of a 'new party of labour' which is being discussed in the union currently will emerge to take the cause forward.

Support for a Yes vote is a far broader church than the SNP. It includes Greens, socialists, trade unionists, members of the business community, artists, authors, entertainers, poets and individuals with no political affiliation.

There is a coalition of Tories, Labour and Lib Dems working for a No vote in Better Together, engaged in a campaign of scaremongering, they even refer to themselves as Project Fear.

Better Together? Successive Westminster governments have made us the 4th most unequal society in the developed world, the gap between the rich and poor ever widening, child poverty, poverty pay, zero hours contracts, greed and irresponsibility rewarded - certainly better for the few.

Here in Scotland there is one Tory MP and a small number of Lib Dem Tories. Scottish MPs in Westminster overwhelmingly voted against the Bedroom Tax, welfare cuts, austerity, increased VAT and postal privatisation, in other words Scotland opposed, Westminster imposed. Where is

the democracy? Through independence we would always get the government we voted for. Much is being made of the finances of an independent Scotland and the charge that we cannot stand alone.

We are subjected to disparaging comments of the type that Scots are "subsidy junkies" whereas the truth is that we get a 9.3 per cent share of UK public spending and give 9.9 per cent as Scotland's contribution to UK taxes.

Even David Cameron said in 2007, "it would be wrong to suggest that Scotland could not be another successful independent country".

My support for independence has no basis in nationalism or xenophobia. I treasure and support solidarity and friendships with peoples across the world.

I have a shared experience of struggle with many comrades in my almost 44 years of union membership and I believe that an independent Scotland would have a positive impact on that struggle because it would engender a belief that there is an alternative to the Westminster consensus.

RMT has rightly commenced a consultation exercise with our members in Scotland and I welcome the opportunity to engage with them. They will exercise their democratic right next year.

But what if the result of the referendum is No? We would continue to get Tory governments we didn't vote for. Who believes that the Labour Party would make any difference? In other words a continuation of the Westminster consensus - how would that help working people in Scotland or anywhere else?

In this battle of Project Hope versus Project Fear, I side with Hope.

John Milligan ■

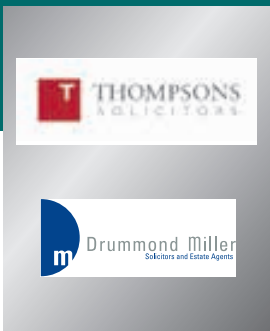
RMT STANDS UP FOR ITS MEMBERS

If you have suffered an avoidable injury or illness, our team of expert lawyers can help you

The law says you're entitled to compensation for illnesses or injuries caused by the negligence of others. And because the RMT only uses expert personal injury lawyers, you can be sure of a service that is second to none.

Contact us now for fast and efficient advice – even for your family members.

FOR THE BEST LEGAL ASSISTANCE FOR RMT MEMBERS CALL FREE ON 0845 712 5495 (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 0765 911 8181 (0800 328 1014 in Scotland)



PROTECTING AND PROMOTING OUR MEMBERS' INTERESTS



LEGAL

RMT ENSURES NORTHERN RAIL PAYS THE PRICE FOR POOR MAINTENANCE



A rail conductor left with a permanent back injury caused by improperly maintained equipment has received a £20,000 compensation settlement from his employer – Northern Rail – with the support of his union RMT

Andrew Madden from Pontefract in West Yorkshire had locked the doors on a passenger train leaving a station in September 2009 when his key became jammed in the lock. When the key unexpectedly released he fell backwards and badly twisted his back.

The 59-year-old visited A&E in agony on two occasions the day after the accident and prescribed pain relief but was rushed into hospital three days later when his legs suddenly gave way causing him to fall down the stairs at home, fracturing his wrist and injuring his shoulder.

It was discovered that his legs gave way because of a shattered disc in his back which had been caused by the fall at work. Andrew ended up undergoing emergency surgery to his back and having a metal pin inserted in his wrist and being off work for 10 months.

As an RMT member for more

than 11 years, Andrew saw an advert for Thompsons Solicitors in RMT News magazine, which prompted him to contact his union to see if they would support his claim for compensation.

Andrew said: "Following my operation, I had to move in with my elderly parents as I needed help with the most basic of tasks. We had to convert their dining room into a makeshift bedroom for me, as I was unable to use the stairs for about four months.

"While my employer was supportive by allowing me to gradually return to full time hours, it took some two years for me to completely recover.

"Frustratingly, the problem with keys sticking because of poor maintenance was well known AND By simply ensuring the locks were maintained, my accident could have been prevented and I wouldn't have had to suffer for so long as a

result," he said.

RMT general secretary Bob Crow said that there had been a general awareness among the staff that there was a problem with the locks and management had been repeatedly told. 128 locks have now been replaced but it took a debilitating accident to finally make Northern Rail sit up and get on with it.

"New locks are welcome but the underlying issue is having proper maintenance procedures in place.

"Andrew's injuries could have been avoided altogether, like the majority of workplace injuries, if there had been proper procedures in place," he said.

Joanne Law from Thompsons Solicitors said that Northern Rail had sought to argue all the way against our case that the sticking key injured the back which caused the fall down the stairs at home.

"Despite denying liability throughout the proceedings, the medical evidence proved that while Andrew may have had a pre-existing back problem the accident accelerated this by three to four years and also resulted in the subsequent damage to his wrist and shoulder.

"The considerable settlement we were able to secure lays the blame for two serious injuries and on-going symptoms entirely at Northern Rail's door," she said.



DEFENDING BUS DRIVERS



RMT has been winning legal cases for bus driver members. Two members were injured in the course of their employment when third party drivers hit their vehicles.

In one case a truck veered into the path of the bus causing injuries to the members' neck, back, arm and wrist. Following detailed negotiations it was possible to agree a settlement of around £5,000.

In the other case a third party driver drove through a red light pushing the bus into a set of traffic lights and into a building. The member suffered chest, neck and back and other injuries. The union solicitors secured a settlement of £18,000. Other cases concerning faulty seats have also led to successful outcomes showing the value of the union's legal service. It also shows that the union is prepared to take cases that other claims companies and solicitors will not. ■



ONE YEAR ON

I have now served as president for a year so I thought that I would use my column to look back over the previous twelve months.

I think I have achieved a lot of what I have set out to do. All general grades committee meetings are starting on time with limited agenda items. This is thanks to the co-operation of the general secretaries and the GGC and Council of Executive members.

They have all worked really hard to make this happen. This means that more time can be spent studying the files and looking at resolutions properly. For the benefit of you the members. This is not a criticism of previous incumbents, it is just that I wanted to do things differently.

I also wanted to clear up the backlog of work that had been referred to sub committees,

especially the national sub-committee. I knew from my own time as a member of the Council of Executives, and membership of the national sub, how this work can soon build up.

I was really pleased that all this work was cleared up in a couple of months thanks to the discipline and hard work of the members of these subs. They worked extremely diligently and often worked late in the night to make sure this was done. Of course now they have set themselves a very high standard of work rate that they will have to carry on into next year!

Although I have been out and about round the branches, workplaces, and regional councils, I have visited nowhere near the amount that I would have liked to. I hope to remedy that next year.

But the one thing I have found is the high standard of our members and their total commitment and dedication to the union. I have said it before, and will say it again, we are a high profile union, punching above our weight, not just because of the leadership in London, but because of the comradeship and true trade union beliefs of the rank and file members. We continue to fight out behalf of workers everywhere against increasingly difficult odds:- anti trade union laws, the forthcoming 4th Railway Package and the increasing obscenities that are zero hours contracts and agency working. We need to be vigilant, united, and I am certain that we can defeat these attacks. To achieve this we need to continue to recruit new members and to organise our current membership.

People often ask me if I am enjoying being president and, of course, I am, otherwise I would not have put myself forward. However it does have its moments where it can be quite stressful, but I have had great help and support. I would like to thank all regional staff, the executive and general secretaries for all their help. I would especially like to thank the 'unsung heroes' of the union, the head office staff. They have helped, and assisted me enormously during the last year, and always with good humour, no matter how stupid my requests were!

Finally, I would like to wish all the EC members that are leaving at the end of the year, all the very best for their futures. So Merry Christmas and a Happy New Year to you all.

Peter Pinkney

RMT and Fitness First have teamed up to offer employees and members a corporate membership with no joining fee or start up fee

**Fit
for
business**

To join or to find out more information, please follow the steps below:

- Visit www.fitnessfirst.co.uk/rmt
- Enter your password **rmt00013**
- Choose your multiclub tier:
 - Multiclub - Blue: You can use all Blue clubs
 - Multiclub - Platinum: You can use all Platinum and Blue clubs
 - Multiclub - Black Label: You can use all Fitness First clubs throughout the UK
- Bodyfirst - To claim your immediate saving of £44.95, select **No thanks** in this section
- Normal start up fees - £44.95, RMT members pay £0
- Start date - Choose your desired start date
- You're now one step closer to achieving your fitness goals!
- The next step is to confirm your payment method
- Your membership will be active with immediate effect from your chosen start date and will be available to collect from your local club



For more information, please contact Fitness First Central Corporate Team
Email centralcorporate@fitnessfirst.com or call 0844 472 8211

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Fitness First

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You can still **receive loyalty points with your Nectar or Boots Advantage card** when you use the RMT Prepaid Plus card. In fact, you can take advantage of any in-store deals and discounts, and still earn cashback when you use your card (as long as it's not a retailer exclusion). And the best part is **there is no maximum and no minimum spend limit** to earn cashback.

What is a prepaid card?

This card is different to a credit or debit card. You load it with money before you spend, rather than paying for it afterwards, so there

is less chance of getting carried away. Plus there are **no credit checks**, no application fee - all this for only £1.95 a month.**

How to earn cashback?

Use your card at any partner big brand stores and earn 3% to 6% cashback (online or in-store). The cashback you have earned will be added to your prepaid card the next time you load it. It's that easy!

For more information call 0844 846 8063 or apply online **www.RMTprepaid.com**



RMT PREPAID PLUS TIPS & TRICKS

The RMT Prepaid Plus card is **all about rewarding you** with 3% to 6% cashback for on your everyday shopping. You won't have to alter your shopping patterns to take advantage of the cashback partners, as there are over 40 big brand stores. Unlike many prepaid cards, there is no application fee (a £1.95 a month administration fee applies).

Using your card in the UK

Using your card **in-store or online is free** in the UK, so make the most of your card and use it at partner retailers to enjoy cashback savings. Where possible, avoid withdrawing cash from ATMs, there is a £0.95 withdrawal fee and you will be missing out on cashback savings that you could have earned.

Using your card overseas

You can use the RMT Prepaid Plus card to pay wherever you see the MasterCard Acceptance Mark - that's over **32 million**

outlets worldwide. However, as with many cards there is a foreign transaction fee (3.0% of transaction amount). Avoiding using your card at overseas ATMs will save you an additional fee of £2.00. Unlike many debit or credit this card is not linked directly to your bank account and is a safe alternative to carrying money abroad.

Loading your card

You can load your card **free of charge by direct debit** (direct debits are collected on the first working day of the month). There's also no top-up fee for debit card loads over £200. There are fees for instant debit card load (£2.50 fee), debit card loads under £200 (£1.00 fee), paypoint loads and post office loads (both 3.0% of the value loaded).

Why not see how much you could earn by using our handy savings calculator on **www.RMTprepaid.com**

To view the **full list of fees** see **section 12** of the Terms & Conditions on **www.rmtprepaid.com**

*From the 1 January 2014 cashback at ASDA will change from 3% to 2.5% cashback. Range of retail partners and cashback rates are subject to change. Some retailer exclusions apply. **The RMT Prepaid Plus card is free to apply for. There is a monthly fee of £1.95, which is charged within 30 days of successful application. You must be an RMT member to apply, some identity checks will be made, but there are no credit checks.

This card is issued by Clydesdale Bank PLC pursuant to license by MasterCard International Incorporated. This card is an electronic money product. The electronic money associated with this card is provided by PrePay Technologies Ltd, a company authorised and regulated by the Financial Conduct Authority for the issuance of electronic money (FRN 900010). PrePay Technologies Ltd is a registered service provider of Clydesdale Bank PLC. MasterCard is a registered trademark of MasterCard International Incorporated. The RMT Prepaid Plus card has been arranged for you by RMT and RMT Prepaid Plus. RMT Prepaid Plus is a trading name of Union Income Limited ('UI'). UI is registered in England and Wales. No. 06595562. Registered office: 4th Floor, 7/10 Chandos Street, London W1G 9DQ.

Get the RMT Prepaid
Plus MasterCard® card
before 28 February 2014
and you could

WIN £500

loaded to your prepaid
card **FREE!**

Plus, here's what you
get with the RMT
Prepaid Plus card:

1. Earn up to 6% cashback
at over 40 big brand
stores.

2. No credit checks.
No application fee.

3. Exclusive benefit to
RMT member.

Apply today at
www.RMTprepaid.com

Full prize draw rules at **www.RMTprepaid.com/prizedrawrules**. To be entered into the prize draw you must successfully apply for a RMT Prepaid Plus card or be a RMT Prepaid Plus cardholder before 28 February 2014 (no cash alternative).

RMT PUBLICATIONS

FIRE DRILL

New RMT pamphlet sets out how employers must comply with fire regulations

This guide covers legislation for transport premises and facilities where RMT has members working including ferry/shipping ports, rail terminals, stations and platforms, bus/ terminals and stations, transport interchanges, tunnels and similar premises.

It sets out the steps that must be taken by the employer

to ensure compliance with the law including appointing a Responsible Person whose duties cover fire safety and who will be responsible for carrying out appropriate fire risk assessments.

For a copy of this pamphlet scan this qr code or write to Stephanie MacKay at s.mackey@rmt.org.uk or phone 020 7529 8838 ■



DEALING WITH THE BIG FREEZE

New RMT pamphlet outlines how to deal with winter conditions at work

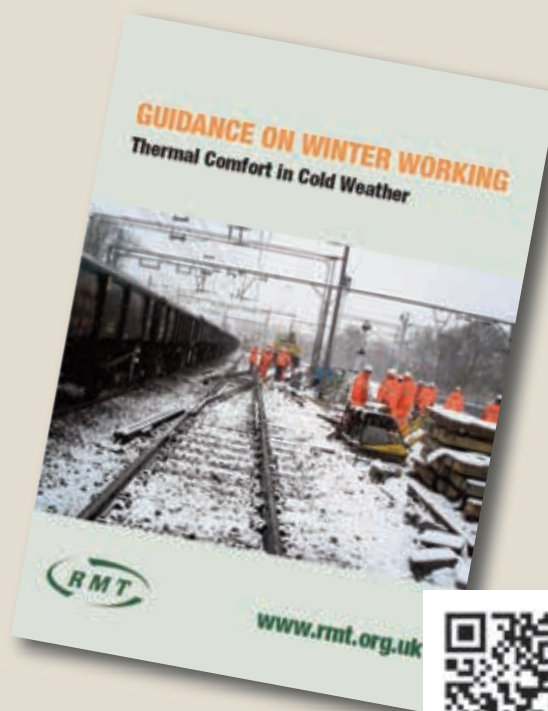
RMT has produced a new pamphlet informing members about legislation governing working at low temperatures and how to protect yourself while operating in cold environments.

There are a variety of health risks associated with being cold for long periods including injuries, chilblains, hypothermia, frostbite and frostnip.

Uncomfortably cold working conditions can lead to higher

accident rates and impairs performance. At even lower temperatures, the cold affects the muscles resulting in reduced strength and stiffened joints. Mental alertness is reduced due to cold-related discomfort. For all these reasons accidents are more likely to occur in very cold working conditions.

For a copy of this pamphlet scan this qr code or write to Stephanie MacKay at s.mackey@rmt.org.uk or phone 020 7529 8838 ■



Download the RMT pamphlet **The Great Rail Payroll Rip Off** about how agencies are ripping off track workers at www.rmt.org.uk/news/publications/contractors-charter/ or scan the QR code





NO TO MEGA TRUCKS

European Union legislation covering HGV weights and dimension includes a clause that allows cross border traffic of mega trucks 82 foot long between consenting countries.

This action will lead to mega trucks circulating across Europe by default over time in a domino effect. The road haulage industry will lobby for these massive vehicles on competition grounds in other states. The UK has already buckled to pressure

from the industry by allowing seven foot longer trailers which have bigger tail swings, blind spots and inferior manoeuvrability compared with existing lorries.

Detailed Swedish data shows the actual impact on rail freight since mega trucks were introduced there in the 1990s. Over the ten year period between 1990 and 2000 which coincided with the increases in weight limits from 51 to 56

tonnes and then to 60 tonnes for mega trucks, road increased its market share by 6.5 per cent while rail decreased by 3.9 per cent and coastal shipping by almost three per cent.

Philippa Edmunds of Freight on Rail said that whilst the UK government says that it will not allow mega trucks here, the reality is that it will come under huge pressure from the road haulage lobby to allow them in the UK as they did with longer

trailers.

"We need to tell MEPs that it is not acceptable for the government to maintain this policy approach as MEPs and the government need to oppose international traffic of mega trucks not just on our roads, but across the continent as a whole in order to stop them coming to the UK over time. Go to www.freightonrail.org.uk/NoMegaTrucks.htm. for all the details. ■

New Year's Eve four-day break at Croyde Bay Holiday Resort

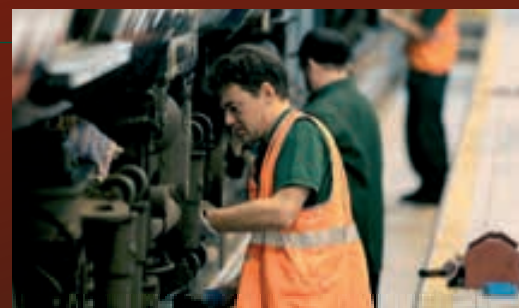
UNISON
Croyde Bay
holiday resort

**EXCLUSIVE
RMT SPECIAL
OFFER**

Treat yourself to a relaxing break at UNISON's unique trade-union owned resort in Croyde Bay, North Devon. Stay half-board in the hotel December 29 2013- January 2 2014 for our NYE Gala Dinner, entertainment and a midnight champagne toast, all for an exclusive RMT rate of £308pp. Self-catering cottages available for £432 per cottage. T's & C's apply.

Call 01271 890 890 or go to www.croydeunison.co.uk





24 REASONS TO BE

There are many good reasons to be an RMT member and below are just 24 of them

1. COLLECTIVE BARGAINING

The union has a dedicated team of elected officers and local reps to serve your interests negotiating with employers on issues from pay, hours of work, pensions and working conditions. They are supported by a team of researchers to formulate pay claims to obtain the best negotiated terms for you.

2. SUPPORT IN THE WORKPLACE

RMT has a national network of 230 branches organised under regional councils aimed at providing local support. Every member has their own branch secretary to provide immediate support and advice in the workplace. The union has health and safety at work representatives coordinated from head office to ensure safety is given due priority by employers and risk is properly managed. RMT's equal opportunities specialists also provide support to ensure fairness and help to stamp out bullying and harassment.

3. HELPLINE 0800 376 3706.

A freephone members' helpline staffed by experts in the industrial relations department advises members on all work related and membership enquiries. Lines are open Monday to Friday 0800 hours to 1800 hours and Saturdays 0930 hours to 1600 hours.

4. ADVICE LINE 0800 376 3706 (England & Wales) 0800 328 1014 (Scotland) If you have a query on any topic besides workplace issues, members can ring up the Advice helpline.

RMT provides initial advice on personal and domestic matters such as divorce, property purchases, debt etc and can point you in the direction of professional bodies and solicitors.

5. CRIMINAL CHARGES 0765 911 8181

Should a member or family members find themselves arrested by the police or questioned under caution, RMT's Criminal helpline can give initial advice and the provision of a duty solicitor should the need arise. Members who are charged with crimes at or connected to work and who are not guilty can be considered for legal representation. All legal representation is discretionary and according to Rule. General criminal queries can also be dealt with on this number. Lines are open 24 hours a day, 7 days per week.

6. INDUSTRIAL DISEASES

Members who have suffered an industrial disease will receive free legal support to make a claim. Such claims are underwritten by the union and members will not have any deduction from their settlement unlike claims run by no-win, no-fee companies. Call 08457 125 495

7. PERSONAL INJURIES

Personal injury claims cover if you suffer an accident in work or outside work. RMT underwrites settlements that would not be provided by no-win, no-fee companies. Call 08457 125 495

8. EMPLOYMENT TRIBUNALS

Should a member find themselves unfairly dismissed, discriminated against or have any claim which has reasonable prospects of success at an Employment Tribunal, RMT will provide legal representation and pay the fee. Even if the union is advised that the claim is unlikely to succeed, members who make a claim are eligible to receive free legal advice.

9. DONCASTER EDUCATION CENTRE

The union has an Education Centre in Doncaster offering a range of courses for activists to increase our professionalism in the workplace. The centre has an Information Technology suite which is a valuable training resource together with video linkage to headquarters enabling conferences with the general secretary and other officials. From January members will be able to book places on courses online subject to subsequent Branch approval.

10. ACCIDENT BENEFIT

Payable if you have an accident at work or on the way to or from work. Accident benefit is only payable if you have been off for three days or more. Accident must be reported to branch secretary within 26 weeks in order to qualify for accident benefit.

11. RETIREMENT BENEFIT

Payable to any member who retires over the age of 60, or aged 55 if retired through redundancy or resettlement. Ill

health retirement also payable; proof of this must be sent with application for retirement benefit.

12. DEMOTION COMPENSATION

Payable to any member who is experiencing loss of wages through being permanently demoted or downgraded as a result of illness or injury. Payment of £300 provided that member reports this to Branch Secretary within 12 weeks.

13. DEATH GRANT

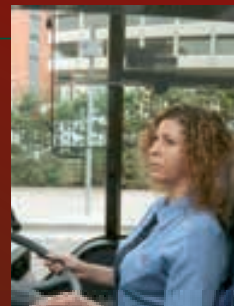
If a member dies in service (i.e. not retired) then £600 is payable to the members' next of kin. Documents to be sent in with application for death grant would be death certificate and copy of will or probate, if neither are available, a copy of the funeral invoice will suffice.

14. ORPHAN FUND

The beneficiaries of this fund would be any child of a member or spouse if the member dies in service or if a members' spouse dies and the member has responsibility of the children. Benefit is paid while a child is in full-time education up until the age of 22. Payment is made quarterly and the rate is £12.00 per week for children up to the age of 16, then £12.75 per week from 16 to 22.

15. OLD AGE GRANT

This one-off grant is payable to shippers who, at the time of the merger of NUR/NUS (September 1990) had twenty years continuous service. This benefit is paid out at retirement age of 65. If a member retires before



A MEMBER OF RMT

that age, they can elect to either wait until they are 65 and receive Old Age Grant, or waive the right to this benefit and receive normal Retirement Benefit. A claim for this benefit must be made within six months of the claimant attaining the qualifying age.

16 FUNERAL GRANT

On the death of a member of the Shipping Grade who had had twenty years service at the time of the NUR/NUS merger and was five years or less from the relevant age of retirement, the sum of £200.00 is payable to the person or persons nominated to receive said Funeral Grant.

17 CAMPAIGNING

The union has a political fund to run campaigns and provide a political voice to benefit members' interests in the workplace. RMT has a very active parliamentary group which raises issues of concern for members in the House of Commons at Westminster, the Scottish Parliament and Welsh Assembly

18 FINES POOL

The Fines Pool is administered from Head Office and will become open to more members. If you drive a company vehicle as part of your job and are an RMT member, then you can join the Fines Pool. The fund will reimburse members for fines incurred under the Road Traffic Act during the course of your employment, court costs, and lost time to attend court hearing. This excludes offences involving drink or drugs, smoking, mobile phones, seat belts, parking fines, or

violations of the Driving Hours Regulations.

19 RMT NEWS

Members will receive a lively informative journal delivered direct to you containing industrial, social and political updates on major issues affecting workers. There are 10 editions each year plus a free diary packed with useful information. Regular newsletters are also produced for the various grades of RMT member.

20 WEBSITE

RMT's revamped popular website www.rmt.org.uk is full of industry information as well as a members-only area. This gives you access to a continually updated pay and conditions database and you can view various RMT conferences, including the AGM. You can also debate union-related issues through the members' forum and view and update your own membership details.

21 CREDIT UNION

RMT has its own Credit Union, run by members for members. It offers a savings and loan scheme at competitive rates of interest on a not for profit basis. Members can also access their account through the RMT website.

22 THE RMT PREPAID PLUS CARD

Earn between 3% and 6% cashback when you use the RMT Prepaid Plus MasterCard® card to shop at retail partners. There is no limit to how much cashback you can earn, all this for £1.95 per month! There is no application fee or credit checks.* This card is different to debit or

credit cards, you load money before you spend so there's less chance of going over your budget.

23 RMTREWARDS.COM

RMT Rewards gives you cashback, discounts and loads of great deals for your online shopping. Plus, to help you get

started, you'll receive a FREE £10 welcome bonus in your rewards account - just for signing up on www.RMTRewards.com

24 TAX AND WILL PREPARATION

The union can provide a personal taxation service and will preparation service.

NOTIFICATION OF CONTRIBUTION RATES FOR 2014

Like most things, the cost of providing you with the benefits of RMT membership increases every year and contribution rates increase to help us to maintain and improve those benefits and our services to members.

From the 1st January 2014 contributions will be increased to £4.53 per week, for members aged 18 or over in an adult post.

For members who are under 18 years or who, if not in an adult post, are under 20 years of age, the weekly contribution rate will be increased to £2.27, the latter rate also applying to those staff on part-time contracts of employment.

Those members on a full time contract with a basic of less than £20,000 per annum, (including London Allowance where applicable), will pay £1.25 per week.

Direct debit payments will be amended accordingly as will contributions collected by employers under paybill deduction arrangements. Members who pay contributions to Cash Collectors will receive a new contribution card from the collector. Those sending cheques or postal orders direct will need to adjust the amounts sent in accordingly.

Period	Adult/Full Time	Junior/Part Time	Concessionary & Low Pay
Weekly	£4.53	£2.27	£1.25
4 Weekly	£18.12	£9.06	£5.00
Monthly	£19.63	£9.82	

INCREASE IN ACCIDENT BENEFIT

Accident Benefit will also increase arising from the higher contribution rate and for Adult/Full Time members will be weekly £45.30 with a maximum payable sum of £117.80. For Junior/Part-time members, the payment will be £22.70 weekly with a maximum payable of £590.20.

We maintain a tight control of our costs and continually re-examine them to ensure that we make best use of our resources to deliver improved services to you. I am sure you will agree that RMT membership continues to provide excellent value for money.



MUTINY!

Unions launch pamphlet remembering the naval mutinies at Spithead and The Nore in 1797

In the spring of 1797 two major mutinies by sailors of the Royal Navy broke out at Spithead near Portsmouth and at The Nore in the mouth of the Thames estuary.

They were not violent insurrections but more in the nature of strikes which demanded better pay and conditions.

Sailors had not seen a pay increase for well over 100 years and the practice of copping the submerged part of hulls meant that British warships no longer had to return to port frequently to have their hulls scraped.

This added years to the time at sea yet The Royal Navy chose to ignore any effects this may have had on its crews.

Trade unionists and historians gathered near Spithead and at Leigh-on-Sea on Trafalgar Day to launch a new history of these significant naval mutinies.

Peta Steel revealed that the Nore mutiny saw the first use of the Red Flag as a symbol for change, pointing out that sailors received nothing at all when wounded and were frequently flogged, lived in squalor and were fed on poor quality food and stale water.

The pamphlet also puts the mutinies in the context of the turbulent, revolutionary times in which they took place including the revolutions in France and Haiti and the founding of the United States.

SERTUC regional secretary Megan Dobney said that the TUC was keen to promote the lessons of the past.

"We want workers to have a better life – the mutineers shared this aspiration and we pay tribute to their dream and work to make it a reality," she said.

RMT general secretary Bob Crow said

that the mutinies were among the forgotten working class histories that should be remembered and celebrated.

"They tell us that working people have always found ways to combine and defend themselves," he said.

Nautilus International general secretary Mark Dickinson said that history offered many lessons for the present, and the mutinies of more than 200 years ago have a resonance and relevance today.

"The battle against abuse and exploitation, and the struggle for decent working conditions for seafarers in the globalised shipping industry, remain key issues in the 21st century," he said.

As a direct result of the mutinies many of the worst abuses prevalent in the Royal Navy up until this time, such as bad food, brutal discipline, and the withholding of pay, were addressed.

While the mutineers at Spithead escaped punishment 29 of the ringleaders at The Nore were hanged after they dared to declare themselves a 'Floating Republic'. However the vast majority of men involved were not punished at all. ■

A pdf of the publication is available at <http://sertucresources.wordpress.com/sertuc-publications-general/> Hard copies are available by contacting bdenny@rmt.org.uk



REPORT OF THE INDEPENDENT AUDITORS

Set out below is the report of the independent auditors to the members as contained in the accounts of the Union for the year ended 31 December 2012:

We have audited the accounts of the National Union of Rail, Maritime and Transport Workers for the year ended 31 December 2012, set out on pages 15 to 39. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

This report is made solely to the Union's members, as a body. Our audit work has been undertaken so that we might state to the Union's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Union and the Union's members as a body, for our audit work, for this report, or for the opinions we have formed.

RESPECTIVE RESPONSIBILITIES OF THE UNION'S COUNCIL OF EXECUTIVES AND AUDITORS

As explained more fully in the Statement of Responsibilities of the Council of Executives on page 13, the Union's Council of Executives is responsible for the preparation of accounts which give a true and fair view. Our responsibility is to audit and express an opinion on the accounts in accordance with applicable law and International Standards on Auditing (UK and Ireland). Those standards require us to comply with the Auditing Practices Board's Ethical Standards for Auditors.

SCOPE OF THE AUDIT OF THE ACCOUNTS

An audit involves obtaining evidence about the amounts and disclosures in the accounts sufficient to give reasonable assurance that the accounts are free from material misstatement, whether caused by fraud or error. This includes an

assessment of: whether the accounting policies are appropriate to the Union's circumstances and have been consistently applied and adequately disclosed; the reasonableness of significant accounting estimates made by the Union's Council of Executives; and the overall presentation of the accounts. In addition, we read all the financial and non-financial information in the Report of the General Secretary to identify material inconsistencies with the audited accounts. If we become aware of any apparent material misstatements or inconsistencies we consider the implications for our report.

OPINION ON ACCOUNTS

In our opinion the accounts give a true and fair view of the state of the Union's affairs as at 31 December 2012 and of its income and expenditure for the year then ended.

Matters on which we are required to report by exception

We are required by the Trade Union and Labour Relations (Consolidation) Act 1992 (Amended) to report to you by exception in respect of the following matters if, in our opinion:

- A satisfactory system of control over transactions has not been maintained.
- The Union has not kept proper accounting records.
- The accounts are not in agreement with the books of account.
- We have not received all the information and explanations we need for our audit.

We have nothing to report to you in respect of the above matters. ■

H W FISHER & COMPANY
Chartered Accountants
Statutory Auditor
Acre House, 11 - 15 William Road,
London NW1 3ER, United Kingdom

Dated: 20 May 2013

SUMMARY FINANCIAL INFORMATION EXTRACTED FROM THE FULL ACCOUNTS

Summary income and expenditure accounts for the year ended 31 December 2012:

General Fund and Orphan Fund

	2010 £'000	2009 £'000
Subscription income	13,923	13,027
Operating expenditure	(14,769)	(14,981)
Operating deficit before investment operations	(846)	(1,954)
Income from investment operations and donations	2,655	2,157
Operating surplus after investment operations	1,809	203
Other non-operating income and expenditure	36	438
Surplus for the year	1,845	641

Political Fund

	2010 £'000	2009 £'000
Subscription income	241	236
Investment income	2	3
Total income	243	239
Total expenditure	(244)	(289)
Deficit for the year	(1)	(50)

SUMMARY OF SALARIES AND BENEFITS PROVIDED

Name	Position	Details	Amount
R Crow	General Secretary	Salary	£89,805
		Pension contributions	£34,429
M Cash	Assistant General Secretary	Salary	£69,510
		Pension contributions	£18,634
P Sikorski	Assistant General Secretary (outgoing)	Salary	£45,967
		Pension contributions	£7,956
S Hedley	Assistant General Secretary (incoming)	Salary	£19,587
		Pension contributions	£5,247
A Gordon	President	Attendance, lodging allowance and reimbursed expenses	£48,745

The members of the Council of Executives do not receive any benefits but do receive attendance and lodging allowances, which are set out below. The General Secretary, the Assistant General Secretaries, the President and the members of the Council of Executives are reimbursed for any expenditure incurred by them in the performance of their duties on behalf of the Union.

Summary of attendance and lodging allowances and reimbursed expenses paid to the Council of Executives

General Grades salary + expenses - allowances

Name	Amount	Name	Amount
J Booth	£ 44,349	D Letcher	£ 54,148
T Butler	£ 34,066	P March	£ 52,928
D Connor	£ 56,379	D Marr	£ 43,283
A Gordon	£ 48,745	K Morrison	£ 58,667
O Herbert	£ 55,629	M Thompson	£ 4,832
S Hoyle	£ 50,043	M Sargent	£ 44,353
D Ireland	£ 47,928	P Walker	£ 8,815

Shipping Grades

Name	Amount	Name	Amount
M Dunning	£ 8,539	K Lingwood	£ 3,569
A Gordon	£ 18,214	D Procter	£ 11,759
J Laing	£ 4,252*		

In addition, the Union provides accommodation while on Union business

We are required by the Trade Union and Labour Relations (Consolidation) Act 1992 (amended) to include the following declaration in this statement to all members. The wording is as prescribed by the Act.

"A member who is concerned that some irregularity may be occurring, or have occurred, in the conduct of the financial affairs of the union may take steps with a view to investigating further, obtaining clarification and, if necessary, securing regularisation of that conduct.

The member may raise any such concerns with such one or more of the following as it seems appropriate to raise it with: the officials of the union, the trustees of the property of the union, the auditor or auditors of the union, the Certification Officer (who is an independent officer appointed by the Secretary of State) and the police.

Where a member believes that the financial affairs of the union have been or are being conducted in breach of the law or in breach of rules of the union and contemplates bringing civil proceedings against the union or responsible officials or trustees, he should consider obtaining independent legal advice."

LETTERS

BACK THE MORNING STAR

Dear Editor

In 2005, RMT became the second Trade Union to take up a seat on the Morning Star management committee and I was honoured to be the nominated representative. Since then the number has increased to ten national TU bodies, along with a corresponding increase in individual members of the PPPS.

Having taken the recent decision to stand down from the position - I wish to convey appreciation to Steven Skelly for his enthusiasm and commitment in taking up the RMT seat.

I wish to thank the General Secretary for his support and advice over the past nine years and also Glasgow Shipping Branch for their continued support for the Morning Star - which has been exemplary, as well as the many RMT members, Branches and Regional Councils who have taken out shares in the People's Press Printing Society and donated to the Fighting Fund, which are both necessary to ensure the paper continues to be the authentic voice of the Labour and Trade Union movement, under the banner of For Peace & Socialism - long may it flourish.

In Solidarity,
Stuart Hyslop

THANKS TO THE UNION

Dear editor,

Readers may be aware of our fundraising efforts for a cutting edge cancer treatment available in Christie's in Manchester. In June this year we launched the Brian Munro Cancer Fighting Fund in order to pay for this treatment which is not available on the NHS yet. I am delighted to report that with RMT support monies were raised and I will be going to Christie's in November for the treatment.

This is a breakthrough treatment that will hopefully be beneficial for me and help make the case that this should be freely available on the NHS for others with my condition. Tumour Infiltrating Lymphocyte (TIL) treatment involves removing a tumour and extracting cancer killing t-cells, growing them in a lab and creating an attacking army of millions of t-cells. In September I had surgery where a big bit of my liver was cut out to harvest the lymphocytes and they were frozen and kept in a freezer in Manchester.

Members of the union up and down the country supported our fundraising efforts and I write to thank them for their support, for their individual and generous donations, supporting the raffles, auctions and sponsored events that have raised the money for this treatment. It's thanks to them this is happening!

Without the backing from the union - our general secretary Bob Crow, the Council of Executives; the huge and generous support from regional councils and branches and the support from individual members - we would not have been able to go ahead with the treatment.

I am extremely proud and privileged to be part of our union and I thank the RMT family with all of my heart for your support, solidarity and humanity.

Comradely,
Brian Munro

Charles Watkins' Memorial Lecture



THE 1913 DUBLIN LOCKOUT Speaker: Francis Devine



James Larkin delivering a speech during the 1913 Dublin Lockout

TUESDAY 7 JANUARY 2014, 6:00pm

Unity House, 39 Chalton Street, London, NW1 1JD

RMT's guest speaker to deliver this year's Charles Watkins' Memorial Lecture will be Labour historian Francis Devine, who will be talking on the 1913 Dublin Lockout. The event is free to attend and refreshments will also be provided. The Memorial Lecture was initiated in

2009 as a result of an Annual General Meeting resolution. It commemorates the role of Charles Watkins, a key founding activist of the National Union of Railwaymen in 1913, who was a student at Ruskin College in 1909 and took part in the Ruskin strikes of that year.

CLIMBING FOR BRIAN



FEAT: A group of head office staff climbed to the top of Britain's second highest mountain, Snowdon to raise money for the 'Brian Munro Cancer Fighting Fund' Taking just over five hours to climb and

come back down, Bob Crow, Nicola Hoarau, Yvonne Sawford, Jackie Moritz, Gabriel Barton, Maria Santamera, Ken Usher, Dawn Hanlon, Terry Hurlock and John Dougherty have so far raised nearly £3000. ■

GLASGOW SHIPPING BRANCH

NOMINATE

GORDON MARTIN

FOR SCOTTISH REGIONAL
ORGANISER

**GLASGOW ENGINEERING
BRANCH**

SUPPORTS

GORDON MARTIN

FOR SCOTTISH REGIONAL
ORGANISER

ABERDEEN NO. 1 BRANCH

NOMINATES

DENNIS CONNOR

FOR REGIONAL ORGANISER
(REGION 1)

**RMT OFFSHORE ENERGY
BRANCH**

NOMINATES AND SUPPORTS

SEAN MCGOWAN

FOR RELIEF REGIONAL
ORGANISER [NORTH]

GLASGOW 5 BRANCH

NOMINATE

DENIS CONNOR

FOR THE POSITION OF REGIONAL
ORGANISER

GLASGOW 1&2 BRANCH

SUPPORTS

GORDON MARTIN

FOR SCOTTISH REGIONAL
ORGANISER

VOTE FOR THIS ABLE AND COMMITTED
BROTHER

DONCASTER BRANCH

PROUDLY SUPPORT BROTHER

SEAN MCGOWAN

FOR REGIONAL ORGANISER
NORTH

PLEASE VOTE MCGOWAN

**LANCASTER AND DISTRICT
BRANCH**

NOMINATES

SEAN MCGOWAN

FOR RELIEF REGIONAL
ORGANISER [NORTH]

GLASGOW 5 BRANCH

NOMINATE

ANN JOSS

FOR THE POSITION OF RELIEF
REGIONAL ORGANISER NORTH

**WISHAW AND MOTHERWELL
BRANCH**

SUPPORT

GORDON MARTIN

FOR REGIONAL ORGANISER,
REGION 1 SCOTLAND

AND ASK ALL MEMBERS TO VOTE FOR THIS
EXPERIENCED AND DEDICATED CANDIDATE

SHEFFIELD & DISTRICT BRANCH

ARE PROUD TO SUPPORT BROTHER

SEAN MCGOWAN

FOR THE POSITION OF RELIEF
REGIONAL ORGANISER NORTH

GRANTHAM BRANCH

NOMINATES

SEAN MCGOWAN

FOR RELIEF REGIONAL
ORGANISER [NORTH]

LEEDS AWARD



Assistant general
secretary Steve
Hedley attended Leeds
branch recently to award
a 25 year badge to Alex
Frew, a conductor at
Northern Rail ■

HULL RAIL BRANCH

PROUDLY SUPPORTING

PETER MARCH

FOR RELIEF REGIONAL
ORGANISER NORTH

AND SEEKS SUPPORT FOR THE MOST
EXPERIENCED CANDIDATE

**EDINBURGH NO1 AND
PORTOBELLO DISTRICT**

NOMINATE

GORDON MARTIN

FOR REGIONAL ORGANISER
SCOTLAND REGION

VOTE FOR THIS WORTHY AND WELL
RESPECTED CANDIDATE

**WAKEFIELD AND HEALY MILLS
BRANCH**

NOMINATES

SEAN MCGOWAN

FOR RELIEF REGIONAL
ORGANISER [NORTH]

**LEEDS GOODS AND CARTAGE
BRANCH**

NOMINATES

PETER MARCH

FOR RELIEF REGIONAL
ORGANISER NORTH

STERLING BRANCH

NOMINATE

JOHN MCDUGALL

FOR SCOTTISH REGIONAL
ORGANISER

YORK BRANCH

NOMINATES

SEAN MCGOWAN

FOR RELIEF REGIONAL
ORGANISER [NORTH]

**PERTH NO1 BRANCH
NOMINATES**

JOHN MCDUGALL

FOR THE POSITION OF REGIONAL
ORGANISER SCOTLAND AND
NORTHERN IRELAND

**NEWCASTLE AND GATESHEAD
BRANCH**

NOMINATES

SEAN MCGOWAN

FOR NORTHERN RELIEF
REGIONAL ORGANISER

THE BEST CANDIDATE FOR THE JOB

LIVERPOOL 5 BRANCH

NOMINATES

SEAN MCGOWAN

FOR RELIEF REGIONAL
ORGANISER [NORTH]

ABERDEEN NO. 1 BRANCH

NOMINATES

ANN JOSS

FOR RELIEF REGIONAL
ORGANISER (NORTH)

**RMT OFFSHORE ENERGY
BRANCH**

NOMINATES

GORDON MARTIN

FOR SCOTLAND REGIONAL
ORGANISER 1

**WISHAW & MOTHERWELL
BRANCH**

SUPPORT

SEAN MCGOWAN

FOR RELIEF REGIONAL
ORGANISER (NORTH)

VOTE FOR THIS EXCELLENT CANDIDATE

JOIN THE CREDIT UNION AND WIN A KINDLE!

Join the RMT Credit Union before Christmas and you could win a Kindle! The names of RMT members that join between now and December 20 will be entered into a prize draw to win the Kindle.

It could not be easier to join your RMT Credit Union just visit
www.rmt.org.uk/creditunion
 Or email c.union@rmt.org.uk



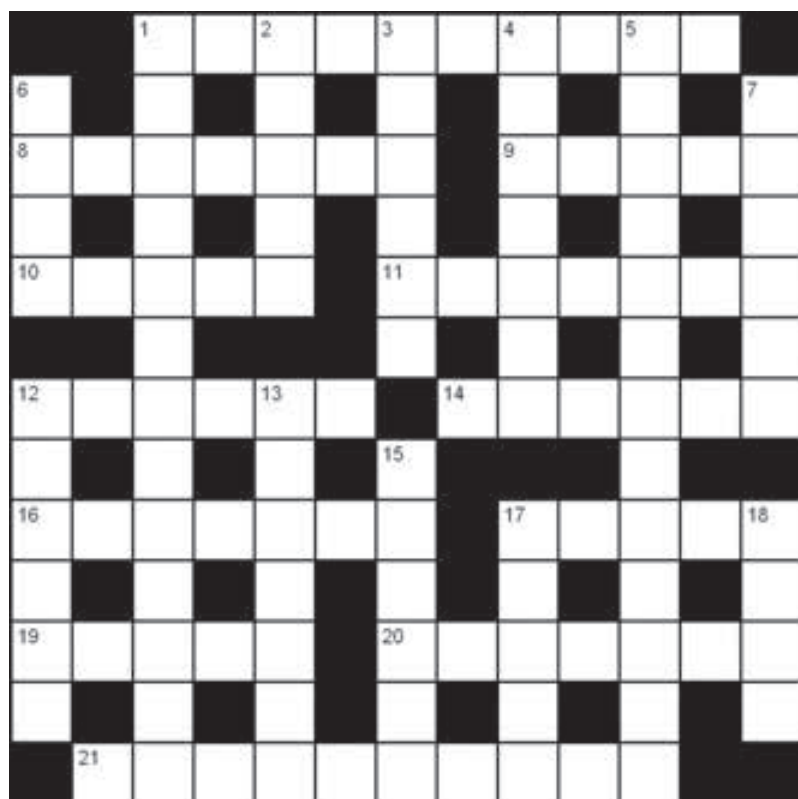
IPad prize sponsored by UIA Home Insurance

UIA is a leading insurer within the trade union movement, specialising in the provision of low cost insurance to RMT and other trade union members. As a mutual insurer, UIA reinvests any surplus in order to keep premiums low. Many RMT members, including general secretary Bob Crow, are existing policyholders and already know what excellent value and quality service UIA offers. These underlying principles mean that RMT members can be sure of a consistently fair and honest approach from a company that shares our trade union values.

All products are easily purchased by telephone on 0845 842 8421 or on line via www.rmtinsurance.co.uk



£50 PRIZE CROSSWORD



Last month's solution...



The winner of last month's prize crossword is James Stavert, Edinburgh.

Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by December 20 with your name and address.

Winner and solution in next issue.

ACROSS

- 1 Confused (5-5)
- 8 Herb (7)
- 9 Hoard (5)
- 10 Article (5)
- 11 Greed (7)
- 12 Concurred (6)
- 14 Motor (6)
- 16 Feline (7)
- 17 Swindler (5)
- 19 Unstable oxygen (5)
- 20 Speech (7)
- 21 Forecaster (10)

DOWN

- 1 Hidden valuables (8,5)
- 2 Boggy (5)
- 3 Freeholder (6)
- 4 Release (7)
- 5 Persecution (13)
- 6 Core (4)
- 7 Erase (6)
- 12 Secure vessel (6)
- 13 Famous (7)
- 15 Undergo a change (6)
- 17 Crowd (5)
- 18 Sort (4)



RMT CREDIT UNION LTD.

Finance Department, Unity House, 39 Chalton Street, London NW1 1JD

MEMBERSHIP NUMBER

RMT CREDIT UNION APPLICATION FORM — please complete your application along with the attached Direct Debit.

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 **Marital Status** married ☐ partner ☐ single ☐ divorced ☐ **Drivers Licence No.**

3 Your Employment.

Employer		RMT Branch	
Job Description			

4 **Mr** ☐ **Mrs** ☐ **Ms** ☐ **Miss** ☐

5 Membership Status

RMT TU Member ☐ Retired RMT TU Member ☐ RMT Family Member ☐

6 **How much do you wish to save £** This is the amount you wish to save by Direct Debit monthly on the 28th ☐ or date you next get paid weekly ☐ if 4 weekly (Fri) ☐ date here.....

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

8 **Next of Kin**

Address

.....
.....

9 **I undertake to abide by the rules now in force or those that are adopted.**

Your signature

Date

We are checking new member identification electronically. To do this, we now carry out searches with credit reference agencies who supply us with relevant detail including information from the Electoral Register. The searches will not be used by other lenders to assess your ability to obtain credit.

I agree to my identity being checked electronically ☐

If we cannot verify your identity and address by this method, we will ask you to provide paper documentation instead. Full details of these can be supplied to you by calling 020 7529 8835.



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 Chalton 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

Reference Number

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 accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit RMT Credit Union Ltd will notify you seven working days in advance of your account being debited or as otherwise agreed.
- If you request RMT Credit Union Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by RMT Credit Union Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- — If you receive a refund you are not entitled to, you must pay it back when RMT Credit Union Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



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ZERO TOLERANCE CAMPAIGN

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