

RMT *news*

Essential reading for today's transport worker



Vote LEAVE

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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			
Mobile phone		Postcode	
Email address			
Date of Birth*		National Insurance Number*	

2 Your Employment. Employer*	Location
Job Description*	Part Time YES NO

3 Sex. Male Female	Annual Basic Salary
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To: The Manager	Bank/Building Society
Address	
Postcode	

Name(s) of Account Holder(s)

Bank/Building Society account number

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Branch Sort Code

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Normally your payments are made once a month to RMT.
If you prefer to pay 4 weekly instead please tick

Originator's Identification Number

9	7	1	7	4	5
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Reference Number

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- 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.
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EDITORIAL



VOTE LEAVE

Your union is campaigning for a Leave vote in the referendum on membership of the European Union which is to take place on June 23.

RMT and its predecessor the NUR has a longstanding and principled opposition to this country's membership of the EU and the Common Market before that on the basis that it has a negative impact on industry and for workers.

Delegates to the 1979 NUR annual general meeting at Paignton backed a motion from Sheffield City branch to campaign for UK withdrawal, a policy that has been reaffirmed time and again up to the present day.

This is because members see the impact of EU policies of liberalisation and deregulation, gleefully imposed by pro-EU Tory governments over the intervening period, which has devastated one industry after another.

The implementation of rail directive 91/440 by Tory prime minister John Major in 1996 which broke up and privatised British Rail with disastrous results is just one example of the bonfire of public services demanded by the EU in the name of profit.

The EU has also promoted the undercutting of wages and social dumping leading to the decimation of UK seafaring jobs and the same is now happening in the offshore sector. EU directives also require the tendering of our public ferry services.

Today more and more workers are

suffering from the results of these policies with continual attacks on members' jobs, wages and terms and conditions.

The latest example of this is the fact that Arriva, a subsidiary of Deutsche Bahn, has taken over the Northern Rail franchise, exposing the nonsense of German state operator DB taking over services at the expense of investment in British railways.

These moves also bring the threat of Driver Only Operation, the sacking of the guards, rail safety, jobs and front line passenger services.

Some may argue that it is better to stay inside and fight for something better but, as we have seen, that is impossible as, under the Lisbon Treaty, any changes must be agreed by all 28 member states which is never going to happen.

So Vote Leave on June 23.

Congratulations to members that work for ISS on the Virgin East Coast contract at Kings Cross after winning major concessions from the employers following the threat of further strike action.

It was only this pressure from members and reps at the workplace backed by a strong union prepared to take action that won this result.

You are an inspiration for the wider trade union movement in the fight for dignity and respect at work.

Mick Cash

SOLID PICCADILLY STRIKE ACTION



Strike action by drivers on the Piccadilly Line was rock-solid last month in a dispute over bullying and harassment of staff that has led to a complete breakdown in industrial relations.

All services were suspended

throughout the day.

RMT said that responsibility for the strike and the ensuing disruption rested squarely with the LU management who had allowed a culture of bullying and harassment of staff to build up as drivers had been

subjected to the abuse and misuse of disciplinary processes and left to take the rap for systemic failures with the aging Piccadilly Line fleet.

RMT general secretary Mick Cash congratulated the members involved for the

rock-solid and determined support.

"They are making a stand against bullying, the ripping up of procedures and in defence of the safety of staff and passengers alike," he said.



SCRAP TUBE POLICING CUTS

After a union-led campaign to stop the axing of the specialist policing unit which investigates sexual offences on the Tube led to the plans being shelved, RMT has demanded that more staff be hired to stop the surge of sexual assaults on London's transport services.

In a statement the British Transport Police said that it had "unintentionally caused concern" by suggesting a new operating model, which meant all officers would investigate sexual offences.

The BTP said it would now carry out an "urgent review" of its plans. – whilst that move is welcome RMT has said that there will be no let up and that the union will campaign for more staff, both BTP and directly employed by LU, on stations and platforms and a reversal of the current station staffing cuts.

The number of sex crimes reported on London Transport rose by over a third last year.

Figures released recently showed that between April and December 2015, police received

1,603 reports, compared with 1,117 complaints in the same period the year before and an internal risk assessment by Transport for London (TfL) has also suggested that the introduction of the Night Tube will lead to a rise in sexual offences on the Underground.

RMT general secretary Mick Cash said that while the shelving of plans to axe the specialist sexual offences unit is a welcome move it is not the end of the campaign.

"RMT is demanding that the

proposals be scrapped completely and the planned station and platform staffing cuts be reversed.

"High visibility staffing across the tube network, working with the BTP, is crucial if we are to tackle the surge in sexual crimes on London Underground.

"RMT will continue to fight de-staffing and the moves to a faceless tube and rail network which gives a green light to the thugs, criminals and abusers," he said. ■

TRANSPORT FOR LONDON BILL – A MULTI-BILLION POUND RIP OFF

Earlier this month the Transport for London Bill had its third reading – a Bill which RMT has slammed as a “multi-billion pound rip off tailored yet again to the tax-dodging, global super-rich”.

The Bill was introduced into Parliament to help TfL maximise, at all costs, the profits that it makes from developing its property.

Specifically, under clause 5 of the bill, TfL would have been able to enter into novel company structures – including opaque, tax avoiding offshore structures known as “limited partnerships”. Limited partnerships are well-known vehicles for laundering capital and were used recently to defraud the Moldovan Central Bank of millions.

RMT in conjunction with Andy Slaughter MP, John

McDonnell MP, and numerous other labour MPs and the Save Earls Court Campaign combined together to petition against the Bill and try to prevent the most ill-conceived aspects of it from becoming law.

As a result TfL finally conceded defeat on clause 5 and abandoned its attempt to acquire the power to enter into limited partnerships. However, it persists with the remainder of the bill.

The union has undertaken further investigation into how TfL was persuaded to engage in the development of the Earls Court site – the model for future TfL development. After an examination of Capco’s (the property developer behind Earls Court construction) annual report, new concerns have arisen.

Specifically, a note in Capco

annual report causes the union to believe that the TfL Bill still has potential for TfL to give away its assets too cheaply and too riskily. In the case of Earls Court, TfL has already invested nearly £400 million in Earls Court Partnership Limited non-interest bearing loan notes – notes which are not redeemable until 2064.

Under clause 4(2) of the TfL Bill, TfL would be able to permit “charges” to be entered against its property as a way of funding joint property development. To raise finance more cheaply, TfL would be able to mortgage its assets to fund property development activities.

There is a fresh financial crisis brewing – meaning that there is an increased risk of corporate defaults – especially in the over-leveraged property

sector. TfL is entering the property development game at precisely the wrong moment and in precisely the wrong way.

RMT general secretary Mick Cash said that the withdrawal of central government financial support for TfL was forcing it to risk its assets in complex property gambles no matter how dodgy and no matter what the real cost to Londoners.”

“The construction firms with which TfL plans to engage, are running rings around TfL, helping the hapless organisation offload its prime London assets at well below the market rate.

“We have no confidence in TfL to be able to secure a fair price for its land – and our concerns are borne out by its dreadful governance failures in relation to the development of Earls Court,” he said. ■

VICTORY ON ISS VIRGIN EAST COAST CONTRACT

RMT members working for global facilities giant ISS on the Virgin East Coast contract at Kings Cross suspended further strike action earlier this month after winning major concessions from the employers.

RMT had been in dispute over a wide range of pay and conditions grievances over some time and members had taken successful strike action.

As a result ISS finally agreed to address the core issues of the dispute and has agreed to separate information

on the basic pay rate from overtime and to be shown clearly on payslips.

The company also agreed to establish the threshold for early/late clock-ins to ensure there was no unfair deduction practice and to conduct joint risk assessments with appointed RMT health and safety reps specifically to assess the use of the back packs and the safe working practices.

It was also agreed to establish a schedule and conduct regular monthly industrial relations meetings

with the RMT reps.

ISS also agreed to a complete review of the Tanking process Tanking – filling the train up with water – and the number of staff employed.

This review will cover staffing and working practices of the Tanking and should be completed in a month’s time.

RMT general secretary Mick Cash congratulated everyone involved in defence of key staff that prepared Virgin trains at the world-famous Kings Cross station.

“This pressure from members

and reps has achieved some major concessions which would not have been achieved without the backing of a strong union prepared to take action in defence of its members.

“Our members have engaged in a brave and unified battle against this out-sourcing giant and they are an inspiration for the wider trade union movement in the fight for dignity and respect at work,” he said.

RMT OPPOSES COASTGUARD AGENCY CLOSURES

RMT stated its opposition to the Maritime and Coastguard Agency's plans to reduce the national network of Marine Offices by 2019 through closures.

Under the plans Tyne and Plymouth will close next year, Beverley, Harwich and Orpington will close in 2018 and Norwich will be shut by 2019.

Marine Offices provide essential administrative and technical support to seafarer Ratings and Officers, particularly in keeping documentation updated and providing services such as eye sight tests.

They also provide a base,

equipment store and other services for MCA surveyors and inspectors who handle thousands of inspections of domestic and international ships every year which includes carrying out the UK's Port State Control responsibilities required under international law.

The MCA propose a number of changes to its working practices, including moving its Seafarers Documentation System online, a database of surveyor competence and outsourcing of survey and inspection work to 'Recognised Organisations' and Red Ensign Group administrations.

These proposals clearly amount to an attack on seafarer

support and a major de-regulation in survey standards. This government is once again putting the demands of international ship owners, operators and financiers above the needs of UK seafarers.

RMT general secretary Mick Cash said that the MCA's Marine Office closure plans were on a par with dangerous cuts to coastguards and local tax offices.

"These plans would jeopardise the UK's ability to operate a safe and secure ports network, as well as the future provision of seafarer services.

"RMT will fight to keep the Marine Office in Tyne and elsewhere open, to safeguard the

future of seafarer services and to promote fast and effective certification of ships working from UK ports," he said.

RMT national secretary Steve Todd said that the MCA had only allowed one month for this consultation which contains very serious proposals for the future shape and accessibility of the services Marine Offices provide for seafarers and MCA Surveyors and Inspectors.

"RMT has requested that the MCA extend this consultation but the fact remains that the regulator is seeking to reduce access to seafarer services and to outsource vessel Survey and Inspection work to the private sector," he said. ■

HANDS OFF CAL MAC!



CALMAC: RMT activists joined a Keep Calmac Public protest at the company headquarters in Gourock this month as part of the union's continuing fight to keep the life-line ferry services in public hands.

NORTHERN RAIL HANDED TO DEUTSCHE BAHN



Union vows to fight to protect guards, rail safety, jobs and services

RMT marked the first day of Arriva, a subsidiary of Deutsche Bahn, taking over the Northern Rail franchise by exposing the nonsense of German state operator DB taking over services at the expense of investment in British railways.

RMT also ramped up the campaign against the threat of Driver Only Operation, the sacking of the guards, to rail safety, jobs and front line passenger services.

RMT handed out leaflets in Manchester, Newcastle and Leeds where activists raised

ceremonial German State flags to symbolise the contradiction of a government opposed to British state ownership of our railways but allowing the German state to bleed franchises dry.

RMT general secretary Mick Cash said that it may have been April Fool's Day but it was no joke for railways across the North to have their services set up for plundering by Deutsche Bahn at the expense of investment here.

"It makes a total mockery of George Osborne's "Northern

Powerhouse" nonsense.

"This rotten Tory government, opposed to British public ownership of our railways, have now awarded the Northern franchise to the German state railway company giving them the opportunity to bleed away millions in profits to subsidise their domestic operations," he said.

A German Transport Ministry spokesperson admitted to such a strategy in reference to its state-owned company Deutsche Bahn saying: "We're skimming profit from the entire Deutsche Bahn

and ensuring that it is anchored in our budget - that way we can make sure it is invested in the rail network here in Germany".

On top of that safe operation is threatened as DB swing the axe over the heads of safety-critical members and RMT said that it would be stepping up the fight to defend those jobs, defend quality services and demand public ownership and a People's Railway for the North.

Labour Leader Jeremy Corbyn has pledged his full support for the campaign over Northern Rail jobs, services and safety. ■

Six reasons to vote to leave the EU on June 23

1 LEAVE THE EU TO END ATTACKS ON TRANSPORT WORKERS

European Union rail policies further entrench rail privatisation and fragmentation. That will mean more attacks on jobs and conditions and EU law will make it impossible to bring all of rail back into public ownership.

2 LEAVE THE EU TO END ATTACKS ON SEAFARERS AND THE OFFSHORE WORKERS

The EU has promoted undercutting and social dumping leading to the decimation of UK seafarers' jobs. The same is now happening in the offshore sector. EU directives also require the tendering of our public ferry services.

3 LEAVE THE EU TO END ATTACKS ON WORKERS' RIGHTS

It's a myth that the EU is in favour of workers. In fact the EU is attacking trade union rights, collective bargaining, job protections and wages. This is already being enforced onto member states which have received EU "bailouts". EU courts have also ruled that employers' rights to 'establishment' overrule employment rights.

4 LEAVE THE EU TO END AUSTERITY

If you join a union you expect members of the union to protect each other in times of trouble. The European Union has done the opposite. It has used the economic crisis to impose austerity and privatisation on member states. Instead of protecting jobs and investment, EU austerity is driving UK austerity.

5 LEAVE THE EU TO STOP THE ATTACK ON OUR NHS

The Transatlantic Trade and Investment Partnership (TTIP) trade agreement being negotiated between the EU and the United States will promote big business at the expense of government protections and public service organisations including our NHS! Environmental regulations, employment rights, food safety, privacy laws and many other safeguards will also be secondary to the right of corporations to make even bigger profits.

6 LEAVE THE EU TO SUPPORT DEMOCRACY

The vast majority of the laws that affects our lives are now made in the EU and not the UK. We have no democratic say over those Laws. As the late Tony Benn said in 1991:

"We are discussing whether the British people are to be allowed to elect those who make the laws under which they are governed. The argument is nothing to do with whether we should get more maternity leave from Madame Papandreu [a European Commissioner]".

RMT will be promoting the six key points direct to members across all sectors of the transport industry.

RMT general secretary Mick Cash said that RMT is proud of its long-standing tradition of progressive opposition to the European Union, an organisation wedded

to privatisation, austerity and attacking democracy.

It would be ludicrous for a union like ours to support staying in a bosses club that seeks to ban the public ownership of our railways, attacks the shipping and offshore sectors and embraces the

privatisation of the NHS and other essential services that our members depend on.

"RMT has set out the six core reasons for our members to vote to leave and we will be campaigning hard on this platform," he said.

Parliamentary column

BRING BACK RAIL SAYS LABOUR



A packed Action for Rail meeting in Manchester on the eve of the transfer of Northern Rail to the German state railway last month heard Labour shadow rail minister Andy McDonald MP say how proud he was that Labour's first policy announcement under Jeremy Corbyn was to say that Labour would bring the railways back under public ownership.

He read out a solidarity message from Jeremy: "I am sorry that I cannot be with you but please on behalf of the Labour Party accept my full support in your fight to protect rail jobs and services."

"We fully support your campaign to oppose driver-only operation on Northern and cuts to station staff and rail ticket offices."

"Labour wants what passengers and rail workers want, that is to protect the safety of stations and trains and proper staffing to provide assistance and assurance to passengers and a properly funded railway with fair fares, that's why

Labour is also committed to a publicly owned railway".

RMT general secretary Mick Cash also made it clear that Rail North was not the answer to the region's problems with its current poor rail service and outdated trains.

"When you get a gift from a Tory minister all you are getting is the grief that comes with implementing Tory cuts."

"And that's what this is about, localising the cuts while the profits will help finance Deutsche Bahn and this is not the answer!" he said to cheers.

ASLEF general secretary Mick Whelan said how the industry needed to have people with the skills to travel safely on trains.

Referring to the joint agreement with the RMT on Driver Only Operation (DOO) he said: "I say quite clearly to everyone in this room, I started as a guard, my president started as a guard and we will have a guard on every train".

RMT parliamentary group member Lisa

Nandy MP for Wigan was also forthright that privatisation and outsourcing "is not just a battle for jobs, as important as that is, this is a battle against the kind of low paid, low skilled and insecure economy this government is determined to create".

She reflected on Arriva, recently thrown off the Tyne and Wear Metro contract, and said that it "is not an accident, whether in the nuclear industry, steel or the railways, we have a government that is perfectly happy to have any other government run our services but not the British government."

"These proposals, these choices are bad for customers, bad for staff, bad for the railways and bad for this country and we have a different vision for our railways."

"To see profits re-invested in public services and rail services operated in public hands and to ensure they are run for people and not for private profit. Let's stick together, fight together and win together," she said.



SUPERVISORY AND CLERICAL GRADES ORGANISE

Organising conference of supervisory, clerical and other salaried grades discuss building the union



Delegates to the industrial organising conference of supervisory, clerical and other salaried grades debated ways to improve union membership, branch attendance and building an activists base.

Kevin Hall of the union's organising unit opened the workshop session by outlining the problems facing the grade as a result of the implementation of the infamous McNulty report.

"Ticket offices have been hardest hit with closures and restrictions in opening hours although the union is fighting back where possible and keeping offices open," he said.

Assistant general secretary Steve Hedley said that it was important that branches undertake mapping exercises to reveal the density of membership.

"We need to increase our membership in ticket offices as these are on the front line of cuts, not one ticket office is safe.

"The easiest way to do this is to look at the rosters and compare with your RMT membership list," he said.

Kevin Hall said that there was a mapping template available from the organising unit which is readily available.

Mike Sargent, Dover district said that it was important for the union to attend induction courses put on for new staff.

"Hundreds of people go through these courses and we should be there explaining the benefits of trade union membership," he said.

Brian Woods, Feltham said that local industrial reps should be attending grades conferences in order to get a better picture of what is going on at the workplace.

"This would have a positive impact on all transport grades," he said.

Mike Riley, Waterloo said

that branches should be ensuring that local reps get to grades conferences.

"If health and safety reps get release for their respective conference then so should local reps.

"We should be saying you can't be a rep unless you attend union meetings," he said.

Jennifer Gray, Bristol said that members should be being told that it is in their interests to get involved.

"If you want to see improvements in the grade then go to your grades conference," he said.

Steve Hedley said that the national executive committee was reviewing the union's organising strategy including the fact the regional organisers should make sure that local reps are in place.

"That means getting trained reps in place and getting them through the union's education centre," he said.

Conference discussed a motion highlighting the increasing attacks on the role of the ticket office staff.

"A further problem is the fact that a number of franchise agreements – including Southeastern for example – contain a clause that endeavours to indemnify the company against any losses incurred through industrial action," he said.

Conference agreed that the one of the greatest assets the union had on its side was the support of the public.

Delegates called on the union to undertake case studies where community campaigning had been successful.

A good example was the massive RMT-led campaign which led to the Board of London TravelWatch opposing all of the Govia Thameslink Railways proposals to shut or change opening hours at ticket offices in London.

GTR's proposals would have seen ticket office closures at 41 stations in the London TravelWatch area and reduced the hours at a further 14 stations.

Thousands of passengers sent in RMT postcards in opposition to the proposals. The union also made direct representations in writing and at the Board meeting.

RMT president Sean Hoyle said that in light of the decision by London Travel Watch, GTR should drop what the union has called unworkable, unsafe and unpopular proposals.

"The fight goes on and will not stop until the whole closure plan is scrapped," he said.

Conference also called on the union to address the situation where clerical officers were asked to perform duties by managers, which were not part of their job specifications, which can put them at risk.

Mike Sargent also warned that there was an increasing number of on line TOC advance sales being available to the public that are not available through ticket office sales.

"Unlike most other advance sales, these cannot be issued through STAR and are only available on line.

"As a result staff are expected to advertise these offers through marketing posters at their stations, making ticket office clerks complicit in their own demise.

"This marketing strategy will be used by the TOC's to highlight increasing on lines sales and be used as a stick to beat us with," he said.

Conference agreed that this method of sale also discriminated against many types of passenger as well as ticket office staff and called on the union to establish a national fight back against the practice.





BUS WORKERS RESIST ATTACKS

Bus workers
discuss continued
attacks on reps and
on terms and
conditions

The 73rd annual conference of bus workers meeting in Torquay debated the uncertainty of the pending Buses Bill, attacks on union representatives and the intention of the Tory government to withdraw the right to pay subscriptions direct from their pay; the so-called 'check-off' arrangement.

The withdrawal of the check off facility via the proposed legislation contained within the Trade Union Bill prompted a resolution from South Devon Bus branch calling upon the union to put in place an emergency programme to mitigate the effects and any subsequent decline in union membership. Paul Rossister, South Devon Bus said: "Membership numbers will drop and we don't want to have to chase people for money but we need to encourage members to sign up for direct debit".

As part of his address to conference general secretary Mick Cash spoke about both the Trade Union Bill and 'check-off'.

"The Trade Union Bill is the most pernicious and devious piece of legislation against working people we have ever seen, it is designed to stop

people organising and fighting politically and industrially; it is about neutering us.

"It is about stopping our mandate and not being able to fight against the government," he said.

Mick urged delegates to consider how they can best utilise health and safety legislation should the currently legal option for industrial action be removed from our armoury. He also drew comparison to the struggle of the suffragettes when he urged government to "make laws we can respect".

Mick Cash further announced a campaign specific to the 'check-off' issue by persuading people currently using this method to sign up now for payment by direct debit:

"This will have a massive impact for us as a trade union, public sector workers will lose check-off, as will those members who are deemed to provide a public service, such as bus workers. This is a malicious piece of legislation that is anti-working-class and I urge members to sign up for direct debit," he said.

A South Devon Bus motion highlighted concerns about



changes to the retirement age and how this may have a detrimental effect on bus drivers.

"Bus drivers suffer health issues and as you get older you get different ailments and so a campaign is needed to assess if there are safety issues arising from driving passengers after a certain age," Paul Rossister said.

Another motion from South Devon Bus tabled by Mark Thomas raised concerns about bus and coach drivers' cabs and called for them to be recognised as their place of work/employment rather than being the place at which they report for work.

Mark called for the launch of a national campaign to gain this recognition as this would ensure that health and safety legislation concerning the workplace would then have to apply to drivers' cabs. This issue is particularly pertinent during winter months when cabs can take an extremely long time to warm up, resulting in drivers working in freezing conditions and being unable to feel their fingers and toes or to maintain proper concentration.

Jamie Nicholls, Exeter No: 2 recalled a time that he strapped a thermometer to his ankle during a cold snap and it registered temperatures of -17° in his cab: "Buses have to be warm for passengers so why not staff?", he asked.

A guest speaker at conference was the Traffic Commissioner for the west of England, Sarah Bell who spoke about the role and what 'good' looks like and road safety. With regard to this specific resolution, and health and safety in the cab, she suggested contacting the local Traffic Commissioner to ask them to examine the issue from an operators licensing perspective.

Dean Rose, Wimbledon spoke on behalf of an emergency resolution tabled about CIRAS; the Confidential Incident Reporting and Analysis System, which the branch would like bus companies and local authorities to implement and adopt within their transport strategies.

Transport for London adopted CIRAS for Bus operators within the capital in January 2016 and it has been utilised by train operating

companies for some time. Dean spoke about the benefits to members this system would realise and called upon the RMT Parliamentary group to lobby for CIRAS to be included in the forthcoming Buses Bill.

Mick Cash introduced the annual conference decisions made last year to implement rule changes to so that conferences can better structured and focus on the main priorities of how the union can organise and fight.

"We cannot do a job of work if we do not have members, so we are in your hands", he said.

This pre-empted a lively debate, prompted by conference president Dave Gilbey, who instigated a "discussion about the future of the conference; what do you want to see, what do you want to achieve"? Numerous suggestions and ideas were forthcoming from the floor and these will now be considered by the conference liaison committee.

RMT assistant general secretary Mick Lynch advised conference that health and safety regulations will become more influential once the new

Trade Union Bill comes in.

"We will take on companies over drivers working hours and if we don't get sufficient time for breaks we will use whatever means we can.

"Employers will not be sympathetic to our claims so we have to take them on via Health and Safety legislation and other industrial measures.

"The forthcoming Buses Bill (see overleaf) will be about companies and their ability to make profits and will suit their agendas.

"If we are to win the argument about public ownership then this will mean a decrease in their company profits and so they will come at us over terms and conditions," he said.

Mick promised that that the union would fight the driverless bus agenda and spoke of how the 'Green Road / Eco-Driver' schemes were established to "prove the bus companies green credentials but, in reality, they want it to save on fuel prices but that they won't pass these savings on to our members in terms of wages," he said.



NO TO BUS FRANCHISING

RMT has warned that the government is set to publish a Buses Bill designed to export the disastrous franchising model from the railways onto Britain's buses.

The current system of deregulated bus services, whereby a bus company can start or stop working a route at will, has resulted in a chaotic and unfocused network.

In some locations, passengers have voted with their feet, shunning overpriced and infrequent services offered by profiteering companies for other modes of transport.

There is now a stark contrast between the areas where bus patronage under a deregulated commercially-focused system is declining, with the booming bus fleets owned and controlled municipally.

Rather than replicating the many successful examples of municipally owned and controlled fleets, instead the government is set to introduce, via its Buses Bill, yet another system of organising the network – franchising.

Franchising is a system under which the right to operate routes is the subject of bids by companies.

The fact that the government is now set to propose franchising for buses – replicating the same disastrous system used to organise the UK's expensive and bureaucratic rail network – demonstrates a spectacular inability or unwillingness to learn from past mistakes.

Franchising also results in considerable uncertainty for workers who face being transferred between companies

at regular intervals.

Employment terms and conditions (not pensions) are generally protected by legislation known as TUPE. However TUPE does not apply in all situations and recent court decisions have diluted the level of protection that TUPE provides.

RMT has made it clear that the union would not accept members being ping ponged between employers, with each new company taking pot shots at their terms and conditions.

Bus workers operate under stressful and difficult conditions, frequently not being able to leave their cab for hours at a time.

Bus franchising is only expected to be attractive in urban areas of a certain size. Specifically, only local authorities with sufficient confidence, funds and expertise to navigate the time-consuming and legalistic process are

expected to attempt franchising.

The result is that services in other areas will be left to rot with passengers in rural and suburban areas having no respite from the spiral of cuts to financial support to services provided by government.

The government's tinkering is occurring against a backdrop of record profits for bus companies. Bus companies – having cashed in on historically low fuel prices and divied their savings out to shareholders – are declining to pass on the benefits to passengers in the form of lower fares or expanded services ^[1].

RMT general secretary Mick Cash welcomed the admission by the government that the way in which the bus sector is currently organised is failing.

“Given a growing population, environmental priorities and the need to tackle road congestion, buses should be thriving. Instead greedy companies

continue to suck the life out of the bus sector, such that it only now survives on receipts from concessionary fares.

“That the government is implementing yet another management consultant inspired shake-up of the sector, amounts to yet another attack on life-line bus services which will leave thousands more trapped in their homes.

“We will resist any attempt to put our members' terms and conditions on the chopping board – especially as bus companies have been raking in yet larger profits on the back of cheaper fuel prices.

“As our experience from the rail sector amplifies, franchising is not the answer. Instead, we call for bus fleets to be municipally owned and operated,” he said. ■

(1)The amount paid for diesel by Go-Ahead is dropping from 50.5p per litre (2014) to 35p per litre (2018) – a saving of tens of millions of pounds every year.





*A memorial 4 page pull-out of
the 1966 NUS strike*



TURNING THE TIDE

RMT celebrates 50th anniversary of the
seamen's strike which shaped modern
maritime trade unionism

In May 1966 the National Union of Seamen voted to go on strike for a forty-hour week at sea. This was the first official strike by the NUS since 1911. It threatened to break the Labour government's incomes policy, and Harold Wilson alleged that the strike was led by "a tightly knit group of politically motivated men." For NUS members it demonstrated that the union was now a proper, active union working for the members and not the ship-owners.

The NUS was controlled by a general secretary, who was elected for life and who appointed all union officials. Despite the union's strength, it had a history of compromise with owners. The laws governing merchant seamen were draconian. The Merchant Shipping Act gave total power to the owners. Refusal to obey a command could mean imprisonment, whether the ship was at sea or in port. Deserting a ship was a criminal offence. Consequently, striking was also a crime.

Seamen had been excluded from the Trade Disputes Act (1906). They had to sign on ships and at the end of a voyage sign off. The captain made a report in the seaman's discharge book on behaviour during the voyage: this could be VG (very good) or DR (decline to report). The discharge book had to be shown at the time of signing on the next ship, so a DR mark could severely restrict,

or end, a career as a seafarer.

The NUS had eighty thousand members in Britain and Ireland. By 1960 wages for seamen had fallen behind the average rate for land-based workers. Seamen were working a basic week of fifty-six hours at sea before becoming entitled to overtime.

NUS members had been passing resolutions since the 1950s trying to get the basic week down to forty-four hours at sea. The union conference in May 1960 had agreed on a working week of forty-four hours and a pay increase.

Early in July four seamen were logged for insolence for playing guitars on board the *Carinthian*, a ship in the Cunard line, while in port in Liverpool. On 6 July two hundred seamen walked off in protest.

By 11 July the Times reported that the unofficial strike was six days old, was costing £100,000 a day, had fifteen ships tied up and 1,500 men out. The strikers sent delegates to other ports to spread the strike and to London to lobby Merseyside MPs.

The strike now spread beyond Liverpool to ports throughout Britain and Ireland. The Liverpool Strike Committee was replaced by the National Seamen's Reform Movement, with Patrick Neary from Waterford as chairman.

On the 13th the Cunard company took out injunctions against Neary and William Edward Williams, another strike



leader, restraining them from "inciting or persuading and from conspiring with one another or with others, and from doing any act or taking any steps to incite or persuade seamen in the employ of the Cunard Steamship Company Ltd to break their contracts of employment with them or to commit breaches of the Merchant Shipping Act (1894)

whereby the company's ships cannot proceed to sea or otherwise fulfil the contracts and purposes of the company."

In effect the company was using its property rights to block the strikers, in exactly the same way that property rights are used in Ireland to protect capital and restrict trade unions.

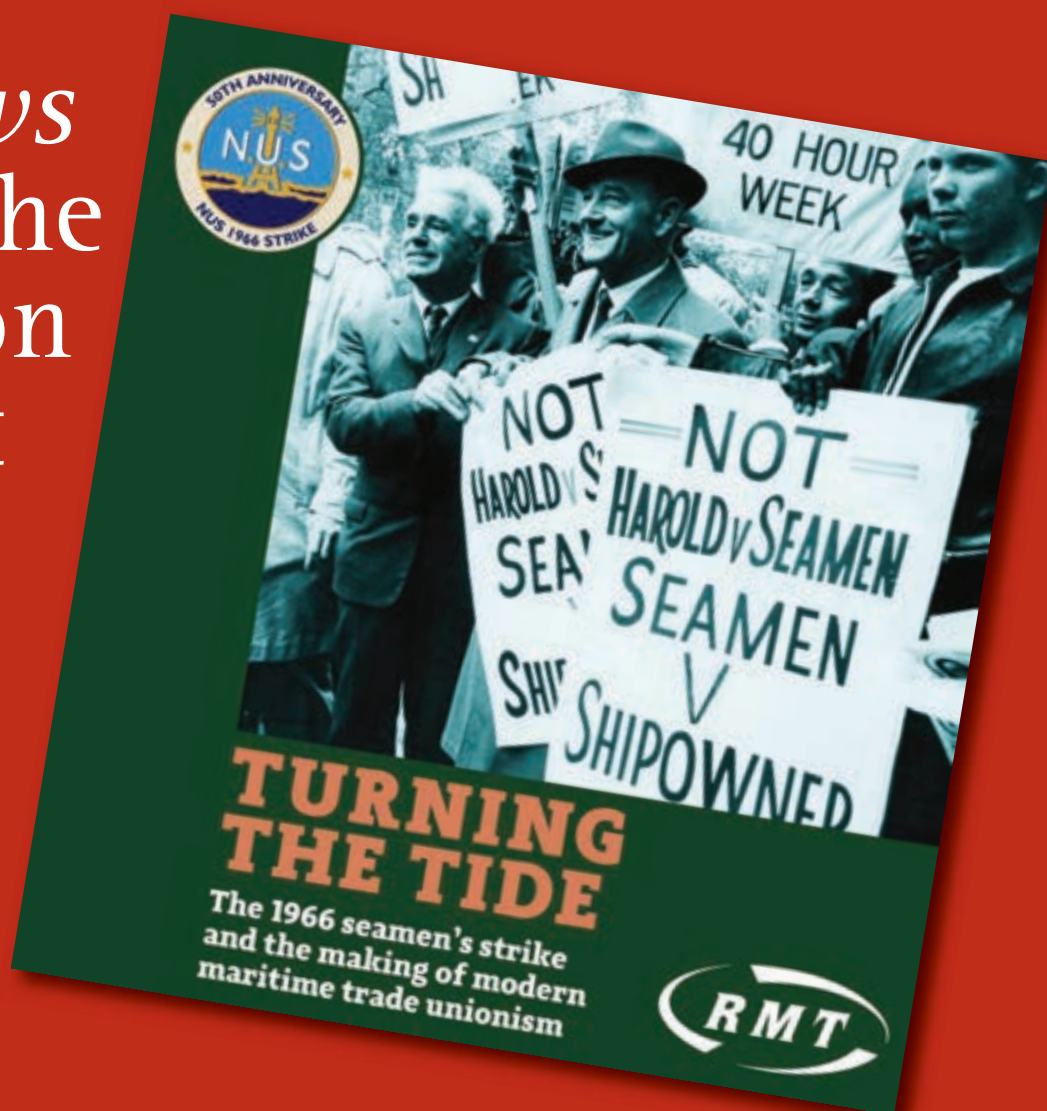
Neary was sent to prison for breaking the injunction on 23 August. He was expelled from the NUS in 1961 and blacklisted, along with his sixteen-year-old son.

This strike exposed the sham of bourgeois democracy. The ship-owners, with the assistance of the state, were able to deprive a trade unionist of his liberty, his livelihood and his right to free speech while they protected their property rights. The employers, with the assistance of the courts, attempted to crush this trade unionist and reduce him to a state of poverty for trying to improve working conditions. ■



TURNING THE TIDE

RMT News reviews the new union pamphlet on the 1966 seamen's strike



Turning the Tide is a pamphlet specially commissioned by RMT to mark the 50th anniversary of the 1966 seamen's strike and to ensure that a new generation of trade unionists can understand the background of this important dispute and learn the lessons from it that resonate with our work today.

The pamphlet has been written by former NUS staff member Jim Jump and starts by setting out the background to the dispute in the run up to 1966 and taking us right back to the early days of trade union organisation in the shipping industry at the end of the 19th century.

Extraordinary pictures have

been sourced of the pivotal strike in the Port of Liverpool in 1911 which show thousands of workers and their supporters out on the streets of the City as part of a national six weeks of action which forced the dropping of the employers anti-union pledge and paved the way for national wage rates and the closed shop.

The pamphlet pulls no punches – taking us through the dark days when the NUS refused to support the general strike, was thrown out of the TUC and didn't return until the 1930's by which time the depression was hammering jobs and wages throughout the industry.

A "top down" approach

remained in the union and it was left to local militants to fight wildcat actions with some jailed just after the Second World War.

It was these industrial militants who were the backbone of the rank and file movement as the clock ticked down towards 1966.

"Turning the Tide" sets out a unique background to the looming dispute and a handy time-line through the forty seven days in 1966 that quite literally shook the country to its very foundations.

With archive shots of "The Seaman" newspaper, and a rich use of contemporary pictures, this pamphlet will be seen in the

future as an important educational and historical resource. It will be invaluable to anyone studying the industrial battles of the sixties and seventies.

The publication explores the political climate at the time of the dispute and homes in on biographies of some of the "politically motivated men" named by Harold Wilson in his infamous quote.

A highly recommended read for all RMT members the pamphlet is available from your regional office and from head office. ■

For copies contact your branch or email: bdenny@rmt.org.uk



ORGANISING AT SERCO NORTHLINK FERRIES

RMT has launched a campaign to increase membership and improve the union's organisation at Northlink Ferries.

RMT regional organiser Gordon Martin, lead officer for Northlink, arranged the meeting with local reps and Donald Graham from the organising unit, and Dennis Fallen learning coordinator attended.

Members discussed the issues which may have been barriers to organising in the past before spending the rest of the day working out a positive strategy to take RMT forward.

The agreed strategy is already taking shape with the reps training needs being addressed and a newsletter has been sent to every member with helpful information and contact details.

Regular visits to the vessels will continue to be made by

union activists and Paul Shaw from the RMT national executive committee will accompany the RO on his visits to all three vessels next month.

BRIAN TAYLOR

New shipboard rep on the Hamnavoe said that he was very keen to play his part along with the others to build a stronger port committee.

"The new reps are in the fortunate position of having two

experienced reps, Keith Whyte and Tom Causby, who are always willing to offer assistance and give advice when required.

"RMT and Northlink have also recently reached agreement on a learning framework which offers all staff the opportunity to learn new skills.

"The company has purchased six new iPads which will be split equally between the vessels to allow the most to be made of

the learning opportunities, and the shipboard union learning reps and the learning coordinator are available to discuss this further with members if required.

"We intend having another meeting towards the end of the year to review our strategy and will amend, if required, to ensure the very best possible organising structure is in place at Northlink Ferries," he said.



EDUCATING FOR ACTION



RMT News outlines the union's education programme over the next year

The Bob Crow education centre has provided an extensive trade union education programme for almost ten years.

All courses are relevant and regularly updated and amended following student or tutor feedback. For the last two years almost all of them have been fully 'accredited' in partnership with Northern College.

This partnership provides education expertise from the colleges' longstanding trade union education department and practical help with tutor development for our lay tutors as well as recovering some of the costs of delivering our programme in Doncaster.

The partnership also means that all students that successfully complete a course will also receive a meaningful academic award after the course. The centre is fortunate to have a great team of staff who always ensure a warm welcome and enjoyable stay and properly qualified lay tutors delivering the courses.

The whole point of the centre is to equip, support, develop and prepare reps and officials for activism back in the regions, branches and workplaces. As a result this will contribute hugely to a growing and more effective trade union.

APPLICATION

The current RMT education programme is organised as follows: members can apply online or by paper application to attend a course. It is still the case that the majority of applications are not made online, but this is very slowly changing. Paper applications have to be signed by the relevant branch secretary; online applications automatically notify the relevant branch by email. So any member attending the centre will be doing so with the

full knowledge of their branch secretary.

Members can no longer do the same course twice because, as we are accredited, the issue of what is called 'firstness' in the course pathways means we are not allowed to teach someone the same thing twice. So members' applications and records are checked to ensure this is managed properly.

Once members attend their course RMT provides student information to regional organisers, regional offices and regional councils.

Each week an email list of attendees is sent out by the education department. Each student's records are updated to show all courses attended in their membership record under 'events history'.

ACTION

The union wants students to use the knowledge and skills gained at Doncaster back in the workplace for the benefit of the members.

Ensuring that this happens is the issue the union is currently addressing and looking at a number of possible solutions. Part of the problem is one that union staff, officers, officials and reps are already working flat out for the union and so for them to keep in contact with all members in their areas that have passed through Doncaster is simply impractical.

The union needs to develop a process that utilises the already available information for nearly 2,000 attendees over last three years and those attending in the future.

This will ensure the maximum benefit for the union from those attending courses as well as offering those students the support and encouragement they deserve.

When a suitable plan is put

in place the information that could be gathered would not only ascertain their learning experience but, crucially, what support or contact they have had from all levels of the union to encourage them into union activity.

If they have specific issues our need assistance the union can point them towards the appropriate RMT personnel in their area that can give that support.

In due course it is intended to provide regular reports to the national executive committee on all developments in order that the union can put forward strategies and ideas for improving either the service or how to link education provision to actual activity back in the union or workplace.

REGIONAL EDUCATION

One area that has seen a significant increase has been the planning and delivery of trade union courses in regions. This is naturally welcome as many members for a variety of reasons are unable to attend a residential course in Doncaster.

Therefore the opportunity to get RMT trade union education locally is vital. In time it is hoped that all regions develop and deliver regional education programmes, in some cases as a precursor to attending the Bob Crow centre itself.

A critical part of that process is developing strategies to ensure that those receiving that education utilise the skills and knowledge gained back on the front line of union activity.

The union's message is that it's your union and your education centre and the union welcomes ideas, suggestions or constructive criticism if it can take us forward as a fighting RMT.



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.

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PROTECTING AND PROMOTING OUR MEMBERS' INTERESTS



PROTECT YOUR INCOME



RMT knows how working people can suffer if they suddenly find themselves out of work because of illness, an accident or being made unemployed. That is why RMT is here to fight your corner - negotiating the best terms and conditions and job protection.

RMT Income Protection Cover is designed to get to work when you can't. It pays out money every month if accident, sickness or unemployment stops you working. It will help you to cover regular outgoings - from bills, rent, and mortgage repayments to a Friday night takeaway - if circumstances take a sudden turn for the worse.

And you can choose the options which will work best for you. Choose how much cover you'd need - up to £1,500 a month or 50 per cent of your gross salary,

whichever is lower - and also whether you need cover only for accidents and sickness or if you wish to include unemployment cover too.

You can choose when you need the benefits to start because some employers provide sick pay for longer than others, so the benefits can start to be paid after one month or up to six months after you find yourself out of work. The longer you wait the lower your premium will be. The policy will pay out until you're able to return to work or you reach the end of your 12 month benefit period.

"The one protection policy every working adult in the UK should consider is the very one most of us don't have - income protection"

Which? 2014

INCOME PROTECTION COVER CAN:

- Help cover your regular outgoings if you can't work
- Protect you and your lifestyle
- Help make sure that incapacity or unemployment doesn't become a financial disaster for your family
- Ensure that you can continue to provide for your loved ones even if you can't work
- Mean that you don't have to rely on savings or state benefits if you're unable to work

Essentially, it gets to work when you can't!

Helping members look after their money is RMT's number one priority. Visit

www.RMTProtect.com/income

for a no-obligation quote and, if you like it, simple-to-set-up cover and make protecting your income your priority.

Allen Margrett, 46, from Coventry says:

“ I took out income protection insurance for the security of knowing ... that there's something there that is going to protect us should the unforeseeable happen. Thankfully I've not had to use it, but to know that it is there is a reassurance. **”**

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*www.which.co.uk **Unum, Guardian ICM poll 2011

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RMT AND NEW YORK'S TWU LOCAL 100 SHOULDER TO SHOULDER



RMT has forged close links with our brothers and sisters from the TWU Local 100 – the main union organising on New York’s mass transit system – over many years.

The TWU hold an annual gathering, the Quill Connolly Day, which celebrates the lives and work of Mike Quill, who formed the TWU, and James Connolly.

The 2016 event had the added resonance of marking the 100th anniversary of the Easter Rising in Ireland which Connolly played a central role.

This year, RMT general secretary Mick Cash and executive member Pat Collins, travelled to New York to take messages of support and solidarity and to hear about the current struggles of the TWU and to share experiences and tactics.

Many of the issues confronting transport workers in the United States are a mirror of the threats and challenges we face day to day here in the UK – hardly surprising when you reflect on the global nature of the transport industry and its main players.

So, from de-staffing, undermining safety, threatening pay and conditions and piling more and more passengers into over-stretched services there is a

common thread that unites our two unions.

These were the themes that Mick Cash picked up when he spoke at the well-attended Quill Connolly gathering at the TWU Union Hall in Brooklyn:

“We know that our organisations face common threats from employers who see breaking union strength as the gateway to hammering down on jobs, safety, pay and working conditions.

“But we also know that strong trade unions win.

“You are securing major victories here in New York and I am delighted to be able to report that today a long, RMT-led campaign has resulted in the Metro service in the North East of the UK being brought under public ownership.

“Our unions are strong because we embrace the principles of industrial trade unionism – principles developed by the likes of the great Mike Quill when he arrived in New York as an Irish immigrant and began organising the cities transport workers.

“Those principles are as relevant today as they ever were,” he said.

TWU Local president 100 John Samuelson thanked Mick and RMT for its solidarity and support and stressed again the

importance of international union links in this era of globalisation and co-ordinated corporate attacks on the working class.

Along with representatives from the Rail, Tram and Bus Union in Australia, Mick and Pat were invited on a visit to the massive New York Transit Authority train maintenance depot on Coney Island. It is a huge site which local union reps told us is visible from outer space.

The depot carries out all maintenance and renewals work on the New York fleet in-house alongside a smaller facility up in Queens. The depot is wholly unionised and a stronghold of the TWU Local 100 set up. With wheel sets, bogies and cars stretching as far as the eye could see, the international delegation was given a guided

tour of all of the main facilities and you couldn’t fail to be impressed with the sheer scale of the operation.

The New York visit culminated with an invite to join the Irish American Labour Coalition behind their banner celebrating the life and work of James Connolly on the annual New York St Patrick’s Day Parade.

At their earlier St Patrick’s Day breakfast, Mick Cash had spoken of his own pride in his Irish traveller heritage and had talked about the union’s support for the Connolly Association as a living and breathing vehicle for taking James Connolly’s legacy forwards.

It was a fitting conclusion to a short but important international solidarity initiative across the ocean.



RMT BEMAC CONFERENCE



RMT Black and Ethnic Minority members packed out the Mercure Manchester last month, condemning the recent spate of murders of black people in the United States and declaring solidarity with the *Black Lives Matters* movement.

Moving the unanimously backed motion, RMT veteran Frank Murray said: "The death rate of Americans of African

heritage is 5 times that of whites. The atrocities go on a regular basis.

Worried about police cracking down on young black people in the UK, Mr Murray added: "Here we have stop and search. What we are saying what is happening is something that the whole country should be aware of.

The RMT should get behind

this and spearhead a movement. We are championing United Friends and Family who are campaigning about black deaths in custody."

Seconding the motion, Bakerloo branch delegate Leon Brumant said: "This can be a massive organising tool for black and ethnic minority workers, as it will show the RMT is about raising awareness for

the problems in our community."

Keeping with the theme of solidarity with black liberation struggles in the United States, BEMAC members also passed a motion of legendary black communist Paul Robeson.

Moving the unanimously backed motion, Finsbury Park delegate, Glenroy Watson praised Robeson for his support

RMT AT WOMEN'S TUC



DELEGATES: from left to right Janine Booth, Ann Mooney, Millie Apedo-Amah, Jennifer Gray, Christine Willett, Cat Cray, Katherine Burke, Shirley Fulton, Mary Jane Herbison, Ann Joss, Kathleen Gaughan, Eileen Orrell. A full report will appear in the next issue of RMT News.

Last month 12 woman delegates from around the country attended the British TUC women's conference at Congress House in London.

The main theme of the

conference was to inspire the lives of women in our communities to join a trade union and be active members.

The RMT delegation spoke on various motions one introduced

by Mary Jane Herbison on the role women have in our society as a carer.

Nearly 60 per cent of full-time female workers with family caring responsibilities

have considered resigning from their jobs due to the difficulty balancing their carers duties with work commitments. Our motion called on the TUC to press for stronger rights in

of black and workers struggles adding that this year's RMT Black History Month event should be dedicated to educate RMT members on the history of the role of Robeson and members of NUR/RMT in the Spanish war against fascism.

Conference discussed other issues including domestic violence, how BEMAC should fit into the union and honouring long serving activists.

Retiring London Underground engineering branch activist, Frank Murray was presented by general secretary Mick Cash with a 30 year long service award for his service to the union and as one of the founder members of BEMAC.

Chair of conference Jennifer Kissi-Debrah said: "Thank you for all the time you have put in to this committee and the union Frank. You will now have more time to mentor the rest of us coming up behind you. We appreciate you and we love you."

Mr Cash added: "Thanks for all your work for the union over the last 30 years. Credit to Frank and credit to all of you who made this conference bigger and more successful." ■

requesting flexible working.

Janine Booth also moved our motion on sexual assaults on trains and stations. Unfortunately this is a serious matter, that affects both our members and passengers alike. RMT calls for the TUC to vigorously campaign for the renationalisation of the railway industry with adequate staffing on trains and stations.

Ann Joss also spoke calling for the TUC to encourage Network Rail to make gender equality a reality. Women represent 51 per cent of the population, yet Network Rail had stated they want 20 per cent of their future leaders to be female by 2019.

Mary Jane Herbison was successfully re-elected to represent RMT on the TUC woman's committee for another year. ■

President's column



HYPOCRISY RULES

Recent leaks regarding offshore tax dodging from Panama law firm, Mossack Fonseca should remind us all about the real society we live in, not just in the UK but globally.

The level of hypocrisy we are seeing is breath-taking, with 12 current or former heads of state ousted, as well as more than 60 associates and other politicians implicated and this is only one company.

I realise that we will be told that it has not been proven that tax laws have been broken.

But to see individuals who have been proclaiming one thing and all the time doing another is sickening, especially the likes of our own pillar of the community David Cameron who had stated when asked previously about offshore tax havens "they are not fair and not right" and now he just says he will not benefit in the future!

It's also heart-breaking seeing what's happened to our steel industry over many years and now is the time to re-nationalise and not just for the short term, to stop thousands of worker being thrown on the scrap heap.

We must stop buying artificially cheap steel from abroad and support our own industry and this goes for many other sectors. What's the point of buying something a little cheaper if we then have to support thousands of workers with welfare?

Yet you will not get any help from the Tories or the EU. This is what the European Commission announced last month: "EU State aid rules do not allow public support for the rescue and restructuring of companies in difficulty in the steel sector". This doesn't apply to ailing banks of course.

But David Cameron has no problem spending nine million pounds of taxpayers' money to send a 14-page pamphlet to every household in the country to brainwash us into voting to stay in the EU.

That is why RMT has launched its campaign for a vote to leave the EU in the referendum on June 23.

EU policies further entrench privatisation and fragmentation promotes social dumping and attacks on workers' rights.

That is exactly why Cameron, the City of London, the CBI and financial vultures like Goldman Sachs all support staying in.

Labour movement giants like Bob Crow and Tony Benn understood this only too well and if they were still around it is clear how they would have voted and that's good enough for me.

"Politics isn't about right and left...it's about right and wrong and righting those wrongs" Ella Hewitt

In Solidarity, Sean Hoyle

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MEDWAY MEETING



RMT president Sean Hoyle addressed the Medway branch recently about the continued threat to jobs and in particular the ticket offices and conductors.

He said that the union needed to fight the attacks and challenge companies before they came for more jobs.

He spoke about the European Railways which are now at the start of the process of de-staffing

having learned many lessons from the EU model foisted on Britain's railways 20 years ago.

Chaplain to the Railway Mission in London and the South East John Robinson also spoke about his work with members around mental health issues, welfare and a wide range of personal issues that would probably not feel comfortable speaking about with a manager. The branch agreed a donation to

the Railway Mission of £100. To contact John in confidentiality you can Tel: 07793 246534 or you can email john.robinson@railwaymission.org

Branch chairman Ivor Riddell thanked the outgoing secretary Daniel Burn for his work as a rep and as the branch secretary for two years. Dan has moved on to work as flight crew with Easy Jet.

Officers were elected

including the new branch secretary Paul Middleton.

The branch also said farewell to Bro Steve Wrenn who after a long illness has decided to retire. Members wish him well and hope he still stays in touch as a retired member.

Finally the president presented a ten year badge to Bro Steve Dennis who has been an active member and supporter of the branch for many years. ■



AID FOR CUBA GARDEN PARTY

The 14th annual RMT Garden Party for Cuba
in association with Cuba Solidarity Campaign

Wednesday June 15, 2016. 7.00pm
Maritime House, Clapham, London SW4 0JW

Ticket
£15

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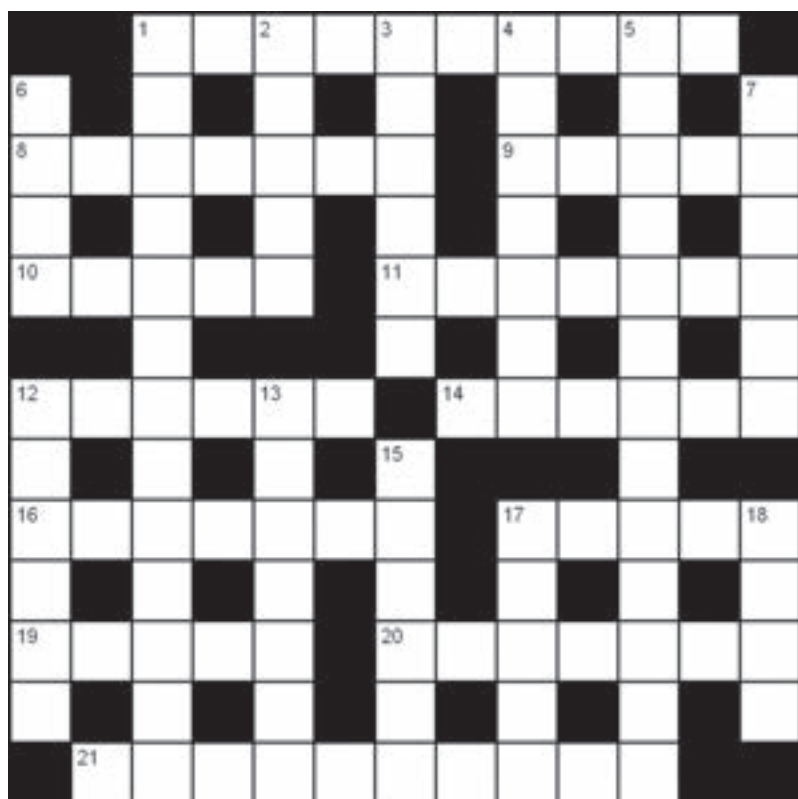
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£50 PRIZE CROSSWORD



Last month's solution...



The winner of last month's prize crossword is **R Stone Andover**.

Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by May 15 with your name and address.

Winner and solution in next issue.

ACROSS

- 1 Narrow part (10)
- 8 Metrical unit (7)
- 9 Scorch (5)
- 10 Joint (5)
- 11 Nonsense (7)
- 12 Detector (6)
- 14 Give testimony (6)
- 16 Not anywhere (7)
- 17 Bike (5)
- 19 Spin (5)
- 20 Diluting agent (7)
- 21 Visable (10)

DOWN

- 1 Monochrome (5,3,5)
- 2 At that place (5)
- 3 Froth (6)
- 4 Embryonic (7)
- 5 Gradual healing (13)
- 6 Indonesian island (4)
- 7 Extremely fashionable (3,3)
- 12 Upper house (6)
- 13 smother (7)
- 15 Group of seven (6)
- 17 Go upward (5)
- 18 Failing EU currency (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.





Britain's Largest Specialist Transport Union

Northern Rail

Deutsche Bahn Übernehmen Deutsche Bahn Take Over

Since 2007 Northern Rail has paid £179 million of passengers fares in dividends to previous franchise owners.

Arriva, owned by German state railway Deutsche Bahn, begin operations on 1 April.

This is no April fools joke ...

Foreign state-owned rail companies use profits to keep fares down in their own countries and deliver a better all round service, **FACT.**



Local authorities in the North of England, through a body called Rail North, will jointly oversee the Northern Rail franchise with the government.

According to Rail North's own estimates passenger demand for the North's railway will soar by 50% over the next fifteen years. Despite this, and the clear need for investment, the government has stated that the annual subsidy will be cut by over 50% by the final year of the franchise. This will be realised through attacks on the quality of service available to passengers and the loss of hundreds of skilled, safety critical railway jobs.

Why do we continue to subsidise rail fares and help improve services around Europe but not in the UK?

Something needs to be done – we need a nationalised People's Railway.

Protecting our members' interests is our priority
Join us today

www.rmt.org.uk FREEPHONE 0800 376 3706

