

RMT *news*

Essential reading for today's transport worker

FIGHTING DOOO

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www.rmt.org.uk

NATIONAL UNION OF RAIL, MARITIME & TRANSPORT WORKERS

Unity House, 39 Chalton Street, London NW1 1JD



APPLICATION FOR MEMBERSHIP – please complete your application along with either the attached Direct Debit or a separate paybill mandate form.

Please use **BLOCK CAPITALS** and **black ink**. * Information that must be provided.

BRANCH NUMBER

1 PERSONAL DETAILS.

Surname*		Address*	
Forename(s)*			
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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4 Ethnic Group. (Please specify. This information is used as part of our equal opportunities policy)

A. White	English/Welsh/Scottish/Northern Irish/British	Irish	Gypsy or Irish Traveller	Any other White background	
B. Mixed/multiple ethnic groups	White and Black Caribbean	White and Black African	White and Asian	Other mixed/multiple ethnic background	
C. Asian/Asian British	Indian	Pakistani	Bangladeshi	Chinese	Other Asian background
D. Black/African/Caribbean/Black British	African	Caribbean	Other Black/African/Caribbean background		
E. Other ethnic group	Arab	Other ethnic group, please specify			

5 Sexual orientation (This information will be used for monitoring purposes as part of our equal opportunities policy)

Sexuality	Hetrosexual	Homosexual	Bisexual	Prefer not to say
Do you identify as transgender?	Yes	No	If you wish to be contacted with information about union activities for lesbian/gay/transgender members please tick here	

6 How do you wish to pay.	Your Pay Number
Direct Debit (you must complete form below)	Paybill Deduction (complete separate form)
I confirm my paybill mandate has been sent to my pay office. Phone Freephone 0800 376 3706 to confirm your company offers paybill facility.	

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

Your signature	Date
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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, 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

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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Your National Insurance Number

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

Instructions to your Bank or Building Society.
Please pay RMT 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, 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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EDITORIAL



FIGHTING D00

Conductors on Southern, part of the GoVia Thameslink Railway (GTR) have been on strike against plans to extend Driver-Only Operation (D00) to routes in Surrey and Sussex.

GTR want to remove control over the doors and the safety role of the guards and has taken a threatening and bullying stance on this issue.

Experienced RMT officers have said they have never seen a railway company behave so disgracefully towards their staff.

But conductors are standing firm and they have the full support of RMT, local politicians of all parties as well as the wider trade union movement.

The union is also balloting members at Scotrail in the fight to roll back D00 in the interests of safety.

RMT is also balloting station staff across Southern GTR for industrial action against cuts to services, jobs and staff safety from the company's plans to close and downgrade ticket offices.

RMT is totally opposed to the closure or reduction in opening hours of ticket offices, cuts in station staff jobs and the introduction of lone working at stations and the union will continue our fight against these attacks.

As we went to press the Scottish government announced that the next Clyde and Hebrides ferry services contract has been awarded to the incumbent public sector operator, Caledonian MacBrayne.

This is a major victory for the union and a successful defence of the principle of public ownership and operation of lifeline Scottish ferry services.

Polling has shown almost two thirds of Scottish voters think CalMac ferry services should remain publicly operated and not handed over to corporate giants like Serco.

Despite this victory for decent public

services the Tory government has handed First Group a chance to cherry-pick open access rail services on the East Coast in the name of profit while ignoring the public sector option on ideological grounds.

The public sector was thrown off the East Coast despite delivering both financially and in service terms and now we have two private companies with the green light to whack up fares and milk this inter-city service for every penny they can get.

This wild-west, bandit capitalism on Britain's railways does nothing to tackle the backlog of essential investment and maintenance and does everything to line the pockets of the speculators.

That is one of the reasons why this union is campaigning for a vote to leave the European Union on June 23 and a leaflet from Trade Unionists Against the EU has been included with this issue of *RMT News*.

The EU is nothing more than the regional arm of corporate globalisation that demands all our public services and control of the economy in general is handed over to the world's most powerful capitalist interests.

The EU is demanding the privatisation of our ferry services and for all rail services across the EU to be handed over to the corporate carpet baggers that have done so much damage to the transport sector already.

RMT will be holding a day of action along with Trade Unionists Against the EU on June 15 across the country to get the message out that if you want decent public services under democratic control you need to vote Leave.

Mick Cash

When you have finished with this magazine give it to a workmate who is not in your union. Even better, ask them to join RMT by filling in the application form opposite



SOUTHERN STEPS UP ATTACKS ON STAFF

Union takes further action over the removal of conductors from trains

RMT switched the next strike date for further action involving guards on Govia Thameslink Railways (GTR) Southern after the company stepped up attacks on staff supporting the union campaign over the threat to the role of the guard and the undermining of rail safety.

Conductors on Southern took strike action last month against GTR's plan to extend DDO to routes in Surrey and Sussex. GTR want to move most Conductors to a new 'On Board Supervisor' grade, which has no control over the doors, and does not include the safety role of the guard.

GTR has taken a threatening and bullying stance by taking the company rail passes and car parking permits off Conductors and their families and threatened to deduct pay.

RMT switched the date in

response to the threatening and abusive stance the company has towards members using their basic human right to strike.

Those threats include setting a deadline of May 20 for staff to sign up to the company plans regardless of the impact on jobs, working conditions and safety.

The union also launched a fresh wave of campaigning to build public support for RMT's fight with Southern over the future of safe staffing levels and safe train operation.

RMT has written to thousands of councillors over GTR plans to remove all guards/conductors and introduce Driver Only Operation on nearly all their services through Surrey, Sussex, and into Kent and Hampshire, including the numerous rural routes in these counties.

Not only will this see the loss

of up to 400 decent rail jobs, if enacted these proposals will be detrimental for both passenger service and safety and create a muggers paradise on these services.

Lib Dem councillor and deputy mayor for Havant Faith Ponsonby is the latest local politician to back RMT's campaign.

"I use trains frequently to travel to Gatwick and London, and especially late at night, or in the event of an accident, the guard is a vital person to have on board," she wrote.

RMT general secretary Mick Cash said that Southern GTR should be under no illusions that the union would bend to bullying and threats.

"We will be out there building on the huge public support we have already mobilised in a campaign that

itches the demands for increasing private profits against safety on our railways.

"The company know that they are losing the public battle and have resorted to some of the dirtiest tactics seen in an industrial struggle in Britain in many years.

"They will not get away with those attacks on basic human rights.

"Southern GTR fleeces its passengers for a fortune in fares for unreliable and overcrowded services and RMT will not allow safety to be the next thing sacrificed in the dash for fatter and fatter profits on this rail franchise.

"RMT is now looking to build support from across the trade union movement for this important fight which defines the nature of industrial relations in Britain in 2016," he said.

SOUTHERN BALLOT OVER JOB CUTS AND LONE WORKING

RMT is balloting station staff across Southern GTR for industrial action against company plans to close and downgrade ticket offices which threaten jobs and safety.

The union has been in discussions with GTR over the company's proposed changes to ticket office opening hours and the introduction of station hosts. However the removal of

ticket machines, a major element of the consultation had been omitted from the main consultation document.

This is a very clear threat to services and members jobs and safety.

RMT general secretary Mick Cash said that both London Travel Watch and Transport Focus have knocked back the ticket office closure plans on

GTR after RMT mobilised a huge public campaign of opposition.

"It now appears that not only is GTR planning to ignore the massive opposition to their cuts but the consultation itself was fundamentally flawed and omitted a central aspect on the location of ticket machines that has severe consequences

for our members.

"RMT is totally opposed to the closure or reduction in opening hours of ticket offices, cuts in station staff jobs and the introduction of lone working at stations and the union will continue our fight against these attacks on our member's jobs, safety and living standards," he said.

ROLL BACK DOO ON SCOTRAIL

RMT demanded that Scotrail roll back of the introduction of Driver Only Operation after an appalling incident at Dumbarton East when a man fell between the platform and moving train leading to "life changing" injuries.

The incident happened on

a driver-only operated service at an unstaffed station and is the latest shocking event reinforcing union calls for the retention of the guard on Scotrail trains and the staffing of stations and platforms.

RMT general secretary Mick Cash said that it was a

shocking incident that that reinforces the union campaign to retain guards.

"It shows once again that not only is DOO a permanent safety risk but that it also puts our drivers in an impossible situation.

"RMT awaits the outcome of the full investigation into

the incident that is now underway but we want clear and immediate assurances from Scotrail on the safety of their trains – assurances that we believe can only be meaningful if they include a rolling back of Driver Only Operation," he said.

BULLYING AT GTR

Dear editor,

In recent weeks I have been put under undue levels of pressure by management of Govia Thameslink Railways, with their bullish attempts to threaten repercussions for taking part in legal industrial action.

Having the employer threaten to withdraw an arbitrary amount of funds from my pay should I take part in legal action to protect my job and my ideal of a safe railway is a burden.

Management must be aware of the ramifications of their frequent pamphleteering upon their workers. Management should not be running a safety-critical industry by inducing fear in its employees.

The proposed changes to the role of station and on-board staff worry me as I view them as another step towards making the railways about the profit margin and not about the safety of those

who travel on it. But it is not so much these changes that have caused me physical distress.

The manner in which we are being threatened, belittled and punished by those we are supposed to have trust in, all for taking part in a legal process to keep the railways safe, is equivalent to bullying.

That there is no apparent means to redress this grievance as it is being performed by management who we should be able turn to for these problems only adds to the struggle.

On behalf of many rail staff across all grades concerned by the actions of GTR, I hope there is justice and a resolution to this issue.

Yours hopefully,
A Conductor

ARRIVA FIRE-SALE THREAT

A fire-sale of a sizable chunk of Deutsche Bahn's UK operations has jacked up a new threat to jobs and services, RMT has warned.

The proposed sell off of up to a 45 per cent minority stake in Deutsche Bahn's foreign acquisition arm Arriva and global freight logistics company DB Schenker has now been agreed by the DB Supervisory Board.

The sell-off plan impacts on all DB Schenker UK freight operations and Arriva Rail franchises and services including Arriva Trains Wales, Chiltern Railways, Cross Country, Grand Central, London Overground and Northern Rail.

RMT is warning that rail

workers in Britain employed by Arriva or DB Schenker may rapidly see their employer's ownership status transformed in over next three years.

This transformation will have drastic consequences for rail users and workers since private investors are notorious for expecting very short term financial returns, often achieved through job and pay cuts as well as fare rises.

The company has confirmed a timetable for a final "implementation decision" for the part sale of Arriva DB by autumn this year.

The first tranche of share options is expected to bring in about €1.5 billion revenues in 2017. For 2018, according

reports a further €2 billion proceeds of sell offs are expected and more than €1 billion again in 2019.

It is not clear who the potential buyers would be but the union has warned that it will very likely to be the same old mob of banks, hedge funds and investors.

The proposed sell-off also demonstrates a fundamental weakness of the privatised franchising model in that the ownership, and solvency, of the parent company may change without the workers, their unions, rail users or even the government franchising body having any say in it.

RMT general secretary Mick Cash said that the looming fire

sale of a large chunk of DB's UK rail assets to the same old gang of spivs and speculators had set the alarm bells ringing for all Arriva and DB Schenker staff.

"The deal that is being racked up exposes the flakey and unstable nature of rail franchising that allows a company to win a contract and then sell off lumps of it at what is nothing more than a corporate car-boot sale without any controls over who is getting a slice of the action.

"RMT is alerting members to these threats to counter the PR spin from the company and will respond in robust fashion to any threat to jobs and conditions," he said.





NORTHERN RAIL VICTORY

Following rock solid strike action by members in the Northern Rail customer relations department, the company has agreed to secure jobs for those affected.

Last year twelve members simultaneously faced a hugely increased workload and being downgraded by two grades.

Despite their own salaries being protected by P,T,R&R, the members proceeded with the

action in defence of their future colleagues.

Following strike action RMT discovered that plans were in progress to outsource the department completely by TUPE transferring the roles to Carillion at the point of franchise transfer instead of them being part of Arriva Rail North.

This was intended to be kept secret until the last minute but

an eagle eyed RMT member spotted an advertisement for positions in Sheffield within Carillion to provide customer relations work for Arriva Rail North.

This extra time allowed RMT to enter successful discussions to secure options of redeployment in order that members may continue working within the train operating company.

RMT general secretary Mick Cash said that he wished to place on record on behalf of the entire union its recognition of the fortitude of these members.

“Their tireless resilience alongside sterling work from regional organiser Micky Thompson and local rep Andy Tallon has turned potential sackings into a victory,” he said.



TUBE LINES BALLOT FOR ACTION

Around 1,500 Tube Lines maintenance and engineering staff are being balloted for strike action over Night Tube pay and pensions.

The dispute is over the company’s refusal to discuss pension issues until after the eventual launch of the Night Tube operation.

There are also major unresolved issues over Night Tube staffing arrangements and a threat to undermine PRP agreements through Tube Lines refusing to base budgets on the negotiated levels of Performance Related Pay.

The key issues at the heart of the dispute include the fact that

there are some important differences between the London Underground offer and the Tube Lines offer which are unacceptable to RMT.

The wording in the LUL offer refers to an “all-night passenger service operation on a Friday and Saturday night”, whereas the Tube Lines offer refers to “a 24-hour passenger service operation”.

RMT Reps have sought clarification on this point and management admitted that acceptance would mean agreeing to the principle of 24-hour running any night – this could mean running more than two nights at Bank Holidays or

special events.

LUL has also recruited more staff where additional resources are needed but Tube Lines has said that all staff have to work on Night Tube and all rosters will be changed to reflect this: “Full implementation of the Sunday to Thursday rosters to support Night Tube Operations”.

Tube Lines came under the umbrella of TfL in 2011 and RMT reps have been demanding that former Tube Lines employees be given the same pension and travel rights as other LUL employees.

However Tube Lines is demanding that a no-strike clause be added to any

agreement.

RMT general secretary Mick Cash said that members were furious at the cynical way that Tube Lines had attempted to tie in attacks on pensions with the offer on Pay and Night Tube and over a thousand safety-critical staff had unanimously thrown the whole package out.

“There are also major unresolved issues over the Tube Lines staffing arrangements for the Night Tube.

“It is absolutely essential now that there is the earliest possible resumption of serious and meaningful talks on these issues and the union is ready to engage in those talks,” he said

HAVE YOU SWITCHED?

Switch you membership payments to Direct Debit from check-off to protect your rights to representation

Earlier this month the Trade Union Bill entered the statute books.

Despite a number of changes the aspirations of this anti-union government to undermine trade union activity remains.

The original Bill included provision for the ending of check off, the payment of trade union contributions through the paybill, and whilst this particular section was amended to make it subject to agreement between the union and employer, the very fact that this was being contemplated set alarm bells ringing.

This union has decided to encourage every member currently paying their membership via the wage packet to transfer to Direct Debit subscription.

RMT is aware of the potential threat of the withdrawal of check-off having had this imposed on it in 1994 by British Rail. For a time this had a devastating effect on union's ability to provide a first class service.

Over time the union has recouped that position of strength and security of income and now the vast majority of

members pay their subscriptions directly from their bank accounts.

Although this new threat has been put on hold, the current pause gives the union the opportunity to remove the threat completely. Placing the collection of your contributions in the hands of the management is no longer justifiable or even convenient. Far more members are paid directly into their bank accounts and the use of direct debit is now the norm.

There are, in fact, many positive reasons for members to switch to direct debit:

- RMT saves money by not having to pay employers to collect our subscriptions and more money can be spent on improving services
- It allows the union to be in full control of its membership records and employers will no longer have access to any part of that information. At present they know who pays by check-off
- It reduces the threat of legal challenges from employers during disputes
- It provides continuity and



RMT

Have you **SWITCHED** to Direct Debit?
Make sure you stay protected

DIRECT Debit

Switch to Direct Debit - It's easy, it's safer and it puts you more in control than Check Off.

security of income for the union and RMT no longer has to wait for the employer to tell it who has paid and how much has been collected

- It removes the ability of the employer to use the withdrawal of check-off as a weapon against the union

RMT general secretary Mick Cash said that despite the welcome reversals in the Trade Union Bill the union has recognised that the threat to its income stream remains.

"It is in our hands to remove this completely and have started this campaign encouraging members to switch to DD.

"Having employers play any part in collecting our money is no longer necessary," he said.

To help members switch, RMT intends to make the process as easy as possible and will soon be contacting every member involved directly inviting them to make the move. All that will be required is the completion of a Direct Debit instruction form, which will be returned to HO for processing.

Members will have complete control over when the DD comes out of their account. Whether it is four weekly or monthly, the decision on what date it will apply will be yours.

The only change you will see is the method of payment, everything else stays the same.

The benefits of switching are substantial to both the union and the individual member. It gives total control of payment to the only people who need to be involved, the individual member and the union. No more middle men, no need to pay them.

One simple step can forever remove the spectre of withdrawing the check off facility and keeps us in control of our income.

The message is simple Don't delay, Switch today.



Parliamentary column

BENN AND SKINNER SAY...



In anticipation of the forthcoming EU referendum we dedicate this edition of the Parliamentary Column to some thoughts on the subject by two parliamentary and Labour movement greats- Dennis Skinner MP and the late Tony Benn.

"The desire to improve the lives of working people is why I remain absolutely against the Common Market, the ultimate Capitalist Club."

"My objection in principle to the European project is about its implementation of the free movement of capital and labour, the undiluted capitalism at the heart of the Common Market project. Employers undermine wages and employment conditions, shifting production to lowest cost countries.. the movement of capital drags labour with it."

"I've never given up the fight against a capitalist club. I've voted against all the major pieces of European legislation.

"I opposed Maastricht when John Major was the tenant in number 10 and the Treaties of Niece, Amsterdam and Lisbon when Tony Blair and Gordon Brown got their feet under the table in Downing Street. I support a referendum now and I'd vote to quit."

Dennis Skinner MP from *Sailing close to the Wind*, 2014

"I am against the Treaty of Rome which entrenches laissez faire as its philosophy and chooses bureaucracy as its administrative method."

"Britain's continuing membership of the Community would mean the end of Britain as a completely self-governing nation and the end of our democratically elected Parliament as the supreme law making body in the United Kingdom."

"The power of electors over their law-makers has gone, the power of MPs over Ministers has gone, the role of Ministers has changed. The real case for entry has never been spelled out, which is that there should be a fully federal Europe in which we become a province. It hasn't been spelled out because people would never accept it."

"I am an old parliamentary hand — perhaps I have been here too long — but I was brought up to believe, and I still believe, that when people vote in an election they must be entitled to know that the party for which they vote, if it has a majority, will be able to enact laws under which they will be governed. That is no longer true. Any party elected, whether it is the Conservative party or the Labour party can no longer say to the electorate, "Vote for me and if I have a majority I shall pass that law", because if that law is contrary to Common Market law, British judges will apply Common Market law."

If democracy is destroyed in Britain it will be not the communists, Trotskyists or subversives but this House which threw it away. The rights that are entrusted to us are not for us to give away..."

The Late **Tony Benn**, various.



EU SEALS MASS RAIL PRIVATISATION

Union calls for Leave vote after European assembly backs rail privatisation for all 28 member states

The European Parliament's decision to back the opening up of all rail routes across the EU to competition for private operators was just one more reason to vote Leave on June 23, RMT announced.

The European Parliament rubberstamped the 'market pillar' of the EU's Fourth Railway Package which means that train operators must have complete access to the networks of member states to operate domestic passenger services.

The European Council had already agreed that mandatory competitive tendering should be the main way of awarding

public service contracts.

RMT general secretary Mick Cash said that the failed Tory privatisation of rail over twenty years ago using EU directive 91/440 was now being imposed on over 500 million people by EU diktat without any real mandate.

"This rail package is designed to privatise railways across Europe and its proposals are remarkably similar to the McNulty report on the future of GB railways, imposing further fragmentation and attacks on workers.

"McNulty, the Tory government and the EU share the business-led mania for



privatisation and agree on the need to jack up fares and attack jobs, pay and pensions to pay for it, no-one has voted for that.

"It is impossible to make changes to this privatisation juggernaut inside the undemocratic EU so the only solution is to get out by voting Leave on June 23," he said.

European Union transport ministers had already endorsed the 'political pillar' of the package last October which forces member states' to open up domestic rail markets for profit.

The so-called market pillar seeks to impose mandatory competitive tendering for rail

contracts, with limited exceptions, and open up closed domestic rail networks.

The agreement, which is still subject to approval by the European Council, was made between the parliament and the Netherlands presidency.

The new rules demand that railway companies have access to the EU domestic passenger rail market from January 1 2019 "in time for the railway timetables starting on December 14 2020".

The European Parliament news service said that, while competitive bidding for public service contracts across the EU

may be phased in gradually, it will be compulsory.

"Competitive bidding for public service contracts for passenger rail services will be the norm," it stipulates, a move supported by all the political groupings in the assembly.

However in Britain the Labour Party, all transport unions and two-thirds of voters all support public ownership of a network run as a public service.

RMT Parliamentary group member Kelvin Hopkins MP warned that the core intention of the Fourth Railway Package was designed to visit the

mistakes made in Britain on the rest of the EU.

"Railway privatisation in the UK was a laboratory experiment that was designed in the EU.

"It has been an expensive failure which continental governments would be foolish to imitate.

"Separating trains from track and privatising train companies to set up liberalised and allegedly competitive rail operations has been massively expensive to taxpayers and passengers.

"We have the highest fares in Europe and we know all about the taxpayer subsidies," he said.

EU TRANSPORT PRIVATISATION TIMELINE

- | | | |
|---|--|---|
| <p>1957 European Commission establishes plan for a common transport market run on the basis of "free competition" and the "principles of the market economy" as written into the Treaty of Rome.</p> | <p>1993 Tory government privatises British Rail along the lines of the EU directive. The Railways Regulation 1992 introduced under Section 2(2) of the European Communities Act 1972 in order to comply with the directive.</p> | <p>2012 First Railway Package 'recast' to establish a single European railway area and outlaws member states from using the "holding model" to manage rail infrastructure and train operations within the same parent company</p> |
| <p>1965 The Council of Ministers proposes a common strategy to "ensure the implementation of the principles of the market economy" in transport.</p> | <p>2001 First Railway Package demands 'liberalisation' of EU rail freight, implemented in Britain in November 2005</p> | <p>2013 European Commission publishes a Fourth Railway Package which requires the compulsory competitive tendering of all rail services.</p> |
| <p>1972 Commission brings sea transport into the common strategy to operate on the "principles of the market economy".</p> | <p>2004 Second Railway Package demands open access for all types of rail freight services by 2006 and establishes a European Railway Agency to oversee implementation of EU directives</p> | <p>2014 Member states are divided on the Package and when the proposals reached the European Parliament MEPs made amendments but without providing the legal right to renationalise.</p> |
| <p>1983 European Round Table of Industrialists (ERT) lobby group www.ert.be draws up plans for Trans-European Transport Networks (TENs) strategic transport corridors complete with privatised railways.</p> | <p>2007 Third Railway Package demands 'liberalisation' of passenger rail services requiring open access in all EU member states by January 1 2010.</p> | <p>2015 The European Council agrees on October 8 that mandatory competitive tendering should be the main way of awarding public service contracts.</p> |
| <p>1986 Single European Act enacted includes plans for an internal EU market for goods and a transport infrastructure (TENs) as the physical backbone of the internal market.</p> | <p>2009 Lisbon Treaty removes the national veto in over 60 new areas including transport, transferring decisions to Qualified Majority Voting (QMV) allowing member states to be outvoted.</p> | <p>2016 The European Parliament rubberstamps the 'market pillar' of the EU's Fourth Railway Package on April 21 allowing train operators complete access to the rail networks of all member states to operate domestic passenger services.</p> |
| <p>1991 EC introduces rail directive 91/440/EEC on July 29 1991 demanding the separation of infrastructure undertakings and operations, open access for</p> | | |



FIGHTING DRIVER-ONLY OPERATION

Train crew conference vows support for those fighting to keep the guard on the train

Train crew and shunting grades met in Liverpool in militant spirit, with delegates fired up to build the national campaign against Driver Only Operation (D00).

Billy Kimm, Liverpool No 5 opened the conference on behalf of the host branch with a call for delegates to win their fellow workers over to fighting back against D00 and not accepting it as an inevitability.

Conference president Paul Howes told delegates that they faced an unprecedented attack on their grade via a “merry-go-round of franchises”.

Assistant general secretary Steve Hedley said that it would be an historic conference as it would formulate a strategy against D00 to be put into action.

He outlined the situation on the various train operating companies with regard to the

attack on the guard's grade. Steve argued that the guard's role is essential and that members need to be shaken out of complacency and into action.

“Our strategy will be one of industrial action combined with political activity. Bob Crow summed it up. If you fight you might lose, but if you don't fight, you will always lose.” Steve said.

Proof that conference was more than just a talking shop came in the form of an impromptu demonstration against D00 by the entire conference outside Liverpool Lime Street Station. After marching through the station they assembled on the steps outside chanting “No to D00”, an action was covered in the local press.

RMT president Sean Hoyle talked about the forthcoming draconian anti-union legislation

designed to make it very difficult to get a legal ballot mandate for strike action.

Arguing that it means that we need to build even more support for action in the workplace, he said "a worker that cannot withdraw their labour is nothing more than a modern slave".

Stuart Holt, Central and North Mersey, called for support for Martin Zee, a train guard on Merseyrail, who is facing prosecution after a passenger was seriously injured while boarding a train while the power operated doors were closing.

He told delegates that brother Martin is now facing prosecution under section 34 of the offences against the Persons Act 1861, and a charge of endangering railway passengers by wilful omission or neglect. He faces up to two years in jail if found guilty.

"Martin Zee went to work one morning and the next thing he was arrested.

"He faces a three day trial in

July and the union needs to support him, it could happen to anyone in this room," Stuart said.

Jeff Slee, national executive committee, said that the union had consistently supported Martin Zee and will support and fund his case.

Rod Traynor, Wirral, told conference that if the trial led to a guilty verdict then "it would make guard self-dispatch unworkable under current door operation and self-dispatch procedures leaving guards open to prosecution for doing their job".

Conference called upon the union to write to all train operating companies urging the enforcement of railway byelaw 10 which states that no person should enter or leave a train while automatic doors are closing.

Steve Shaw, NEC, reported on that meetings had taken place around the country over the last year building support for opposition to D00.

John Tilley, North West

regional organiser, told delegates that currently every single station is staffed and every train has a guard on Merseyrail.

The campaign against the introduction of D00 locally meant that 78 per cent of passengers are opposed to removal of the guard.

Craig Johnston, relief regional organiser (north), argued that RMT can win the campaign against D00 nationally. "We can win because we are right, we are the custodians of rail safety," he said.

Guest speaker Colin Smith, ASLEF north-west and north-Wales regional organiser, received a warm welcome as he spoke in the wake of the recent action of an ASLEF driver who refused to support the extension of D00 by not opening the doors on a new larger 12 door Gatwick Express train.

He reaffirmed that ASLEF was opposed to any extension of D00.

"We need to tell the public

that this is safety before profit, we can win this fight," he said.

Darren Pilling, Liverpool No 5, outlined the role of the rail and transport unions in the development of the city.

Speaking about the historic 1911 Liverpool transport strike, he explained how it had set down the future of labour relations in the city for more than a century. Relating the conditions that trade unionists struggled in back then, to the struggles of today he implored delegates to "remember the giants on whose shoulders we stand".

Conference unanimously agreed that the union should write to all train operating companies setting out the position of opposing the extension of D00 and demanding a safety critical guard on all trains. Companies that intend to plough ahead with D00 will find themselves in dispute with RMT.

Next year's Traincrew and Shunters conference will be held in Nottingham. ■

President Sean Hoyle unveils the new Liverpool banner





FIGHTING STATION CUTS AND CASUALISATION

Station staff grades conference vows to fight attacks on platform, ticket and cleaning staff

Station staff and associated grades meeting in Warwick discussed threats to ticket office staff, cleaners and the increasing use of casual and agency workers.

Keith Miller, Central and North Mersey condemned the casualisation of staff working in the station grades role especially in the R01 grade and cleaning grades.

"This practice is clearly detrimental to the rail industry as a whole and has major health and safety implications as some of these staff do not have the experience or full training to do tasks which regular staff have been trained to do and carry out on a regular basis," he said.

Retiring conference president Linda Wiles said that casual staff should be taken in house or look at a way to put an end to this practice altogether.

"Station staff, like other transport staff, should be permanent staff.

"We do our jobs well and we make it look easy but without training untrained staff can get into trouble very easily," she said.

Dave Marshall of the organising unit said that fighting casualisation was a real problem which needed to be fought at the workplace.

"We are here to defend all workers if they are in the union whether they are on zero-hours contracts or permanent staff.

"In order to get that strength in the workplace we need trained reps that can represent the interests of workers," he said.

He said that branches needed to carry out mapping exercises to find out how many people in the workplaces and depots were actually in the union.

"This can be done by matching the rosters with membership lists.

"The larger density of membership in the workplace will reflect that the union has in the workplace," he said.

Ross Marshall, Central Line West that it was increasingly common for management to directly recruit new staff to senior station grade jobs instead



of training and recruiting from within existing grades.

"This has an effect on morale, promotional opportunities, career path and safety," he said.

Conference called on the union to ensure that all staff gets the opportunity for promotion.

Ross Marshall also delegates that station staff were increasingly referred to as customer service or retail staff and are both trained and recruited on that basis.

"This is contributing to the de-skilling and lowering professionalism of station staff as a railway grade.

"Station staff are a safety-critical railway grade and we need to defend the professionalism and work role of station staff as railway staff," he said.

Assistant general secretary Steve Hedley warned that attacks on station staff including ticket office closures were all part of the McNulty agenda which were closely echoed European Union plans for the industry.

He said that in order to fight these cuts the union needs to constantly increase its density of membership across the train operating companies and London Underground.

"We have a situation now where foreign state-backed train companies from Germany, France and The Netherlands are taking over British railway franchises and taking the profits out of the system to invest in their own railways.

"This is because they are exploiting EU rail directives that demand competitive tendering, in other words the EU is institutionalising privatisation.

"That is why this union is calling for a Leave vote on June 23," he said.

Chris Cuomo, Deptford said that a "magnificent" campaign by the union had saved 45 GTR ticket offices from closure.

"Officers, reps and other members gave out thousands of postcards and, as a result, Travel Watch and Travel Focus rejected the proposals.

"However it is clear that GTR still wants these closures and this union must be prepared to ballot for action to save these public services," he said.

Ronnie Crace, Camden 3 said that cleaners were being treated in an appalling way with poor pay, no pension passes or decent working conditions.

"These workers are vital in the running of stations and for safety yet they being treated like dirt," he said.

Chris Cuomo said that all cleaners working for train operating companies and on London Underground should be taken back in-house.

He said that GTR was contracting out their in-house train turnaround cleaners to the cleaning giant Churchill's from May 1.

"While existing members will keep their present terms and conditions under TUPE any new staff employed on this contract will be on lower wages and worse conditions," he said.

Delegates called on the union to fight for cleaning grades, fighting any outsourcing proposals and campaign to bring cleaning contracts back in-house.

Ronnie Hardman, Central and North Mersey said that many companies had phased retirement programmes which included gradually reducing hours in the run-up to leaving.

"This can be beneficial with preparing for retirement and trying to ease into a normal pattern after shift work.

"Such a policy would be a positive step for station grades, especially for those who do nights, and we need to put pressure on companies that don't have this facility," he said.



ENGINEERING

Engineering grades conference discuss trackside safety and Tory attacks on the industry in the name of austerity

RMT member Garry Hassell welcomed delegates to the Brighton on behalf of the Brighton and Hove district trades council.

"This a strong trade union city and RMT and its predecessor, the NUR, have played an important part in ensuring that the trades council flourished and that good jobs were secured," he said.

RMT president Sean Hoyle told conference that a recent trip to Tebay on the 12th anniversary of the tragedy when four railway workers were killed by a runaway wagon on the West Coast Main Line was one of the most humbling of his life.

Whilst welcoming the fact that RMT had recently helped force through the introduction of a new secondary protection

system to give workers 'one last chance' to escape from runaways, Sean reminded delegates that it had come at a heavy price "when four workers leave to work and don't come home".

John Joe Carruthers, Carlisle City thanked conference for its longstanding support for the Tebay campaign and for the magnificent support from Lancaster City branch.

Steve Metcalfe, Lancaster City said that with one or two notable exceptions local politicians had been useless on Tebay. He praised the families and the union for their campaigning work on the issue.

RMT assistant general secretary Mick Lynch said that the union faced many challenges ahead.

"The safety of our members on the track is the most important thing we do.

"There should be consensus in the industry on how that safety happens.

"Safe Work Leader was imposed on us and is not suitable for the industry and it has been a huge waste of money on training and IT, it is a national scandal.

"In the East Midlands we were successful in getting the programme paused and it is also not being rolled out in the rest of the country. This because of the fantastic job that was done by our members in the East Midlands," he said.

Outlining how RMT membership had increased over the last year, Mick took the opportunity to explain how

important it was for the union to know how many members there were in each workplace.

"Mapping is essential so that we know who is in the union and where they are. When it comes to disputes the matrix will be in a good position as the work will be done," he said.

Alan Jary, Norwich spoke on a unanimously-backed resolution on safety that condemned the fact that two person teams were often put on jobs when there was agreement that they should have three person teams.

"Rosters are done for three person teams but if someone is sick or on secondment then they don't budget for an extra person and we end up with two person teams," he said.

Neil Sanders, Birmingham



SAFETY

said that if the union doesn't fight then "two person teams will become the norm and the grade will be decimated," he said.

Dai Hobbs, Newport Rail expressed outrage at the fact that Network Rail IP Wales and Western have a regional procedure in place for planning work on or near a line.

"We all work to the same rule book and all face the same risk on a daily basis regardless of which project, or which region you happen to be working on. This needs to be taken up with Network Rail urgently so we can seek the withdrawal of this procedure," Dai said.

Chris Collins, LU Engineering condemned the derisory fine recently handed out to Carillion Rail following the death of Scott Dobson in December 2012. Scott, from Doncaster, was carrying out maintenance work near Saxilby, Lincolnshire, when he was struck by a passing train.

"His death highlighted all that is wrong with privatisation and a cuts driven agenda that

leaves engineers facing risk of death and injury whilst earning their wages.

"It seems every journey matters but not every worker.

"There are also changes to roles and responsibilities for Track Access in both Network Rail and across London Underground.

"We will not pay with our blood so the fat cats and Tory Ministers can rake in more and

more profit," he said.

RMT general secretary Mick Cash congratulated delegates on getting such a strong turnout for the conference. He told delegates that the Fourth Railway Package, recently ratified by the European Union, presented a severe danger to the industry.

Mick explained that the EU wants to change the safety regime and also make it

impossible to renationalise the railway.

He said that the union is calling for a No vote in the EU Referendum on June 23 and implored delegates to educate their colleagues and families as to the true nature of the EU and why the union is opposed to it.

"The EU can't be reformed and we need progressive socialist policies that we can't get inside the EU," Mick said. ■



Mick Cash speaks



TURNING THE TIDE

This year's docks and shipping grade's conference celebrates the 50th anniversary of the 1966 NUS strike

RMT's Dover office, venue for the 2016 Docks and Shipping Grade's biennial conference, was decked out in specially commissioned signage to mark the 50th anniversary of the 1966 NUS strike.

This was an appropriate home for the gathering as it was one of the centres of the strike and the port remains an RMT stronghold to this day.

Conference opened with a report from national secretary Steve Todd which set out the work of the union's shipping sector over the past two years with a major focus on RMT's campaigning activities in defence of jobs, safety and working conditions in the industry.

Steve emphasised the on-going fight to retain Calmac's Clyde and Hebrides operations in the public sector and warned that a further threat to Scottish Ferries would be posed by the scheduled retendering of the Northern Isles services.

RMT has played in the fight to defend the threatened maritime offices and he paid a

tribute to all of the RMT branches, activists and members who have been the front line in the defence of the UK shipping industry.

The Parliamentary report was delivered by Ian Mearns MP the union's new RMT's Parliamentary Convenor after John McDonnell stood down after taking over as Shadow Chancellor.

He explained how the group was campaigning against the vindictive and class-based attack on workers by the Tory government and their Trade Union Bill.

"These Tories claim to be patriotic and then they go and sell off our national assets to overseas speculators and allow the wholesale flagging out of Britain's once-proud shipping industry," he said.

A major debate developed around a motion from the Dover branch on how shipping company's abuse agreed rostering patterns enabling them to open the door to social-dumping of cheap labour on an

industrial scale. Delegates called on the union to step up its long-term and on-going campaign in this crucial area.

A motion on mental health awareness in the maritime industry led to a discussion which highlighted just how crucial this subject has become and the importance of stripping away the taboos that surround it.

Speakers made it clear that mental health and well-being has to be factored in centrally in negotiations and should be raised directly as an issue with all companies that the union is in contact with.

During the debate it was pointed out by a number of delegates that the "two on, two off" work pattern in the shipping industry increases the isolation of workers, cutting them off from direct contact with friends and family and creating a pressure cooker effects where stress builds up to the point where it becomes a major health issue.

Conference congratulated the union for the pioneering work

that it has been involved in through training and education courses that put mental health centre stage as a workplace and trade union issue. The motion was carried unanimously.

Portsmouth branch's motion on the potential dilution of the safety culture in the shipping industry through the introduction of a "tick-box" approach which doesn't follow established reporting formats and language sparked off an interesting discussion on the constantly changing threats and challenges facing safety reps.

Delegates called on the union to remain constantly vigilant in dealing with sharp practices from the employers side.

A raft of other motions, covering subjects as diverse as the Maritime Labour Convention, digital subscriptions to the Morning Star, recruitment and the National Port Advisory Committees were all carried by the conference.

Garry Hassell from the Head Office safety team gave a well-received report, focusing on the

impact of fatigue in the shipping industry and the way that it creeps up and threatens safety against a backdrop of long hours and pressure from the employers.

National president Sean Hoyle spoke about the CalMac campaign and how the union had used every opportunity, including Nicola Sturgeons appearance at the STUC, to confront the SNP government over the threat to the ferries in Scotland and how that campaign goes on following the recent elections.

That message was backed up in a debate on the floor of conference with delegates slamming the “hypocrisy” of the SNP and its efforts to hide behind EU directives when it comes to tendering public services.

ITF inspector Darren Proctor gave a sharp and alarming presentation, backed up with graphic images, on his work along the south coast enforcing basic regulations.

This shocking catalogue of abuses included crews being unpaid for months on end, working long hours in appalling conditions without PPE and without hot water, fresh food, bed linen and washing facilities. It was a reminder of just what flagging-out and social dumping has unleashed across the industry on the ships of shame.

With the EU Referendum looming, general secretary Mick Cash dedicated a large section of his contribution to the conference to the union’s call for a vote to leave.

Mick explained that out of 470,000 seafarers in European waters only 40 per cent were EU nationals, making a mockery of claims that the EU institutions are somehow there in defence of workers’ rights when in fact they have presided over social dumping in the shipping industry on a mind-blowing scale.

He took the conference through the union’s history of opposition to the EU since 1979 and said that arguments from the beginning that the EU was



GLASGOW MAYDAY: RMT members on the May Day march in Glasgow say Keep CalMac Public. Polling has shown almost two thirds of Scottish voters think CalMac ferry services should remain publicly operated and not handed over to corporate giant Serco.

nothing more than a club for the rich, the powerful and the elite were as strong today as they ever were.

Conference concluded with a presentation by Jim Jump, the author of the union’s booklet “Turning the Tide” on the history of the 1966 NUS Strike. Jim took the conference through the build up to the action, the

impact of the strike itself and its long term consequences for the trade union movement and the shipping industry itself.

The booklet had been enthusiastically received by the union and Mick Cash thanked Jim for his hard work which meant that anyone seeking an understanding of the 1966 strike and its impact on industrial

relations in the sixties and seventies can find it right at their fingertips.

Chair Brian Reynolds closed the conference by thanking Dover branch for their excellent work in hosting the event and ensuring its smooth running and discussion is now underway as to where delegates will reassemble in 2018. ■

ORGANISING ROAD FREIGHT WORKERS



Road freight members gathered in Portsmouth under the conference's new title of national road freight transport industrial organising conference for the first time and were tasked with the objective of transforming the event into an effective and cohesive part of the union's wider organising strategy.

This was a theme that was developed by assistant general secretary Mick Lynch in his speech to delegates.

He challenged those in attendance "to have a frank discussion on how we improve member numbers and conference attendees" in order that the conference can develop a wider appeal.

"The task of the conference under the rules is to organise, the rules compel the conference to come up with strategies which the union has to implement.

"We don't need to just recruit members but we need to service

them and own the workplace so members feel there is a presence alongside them" said Mick.

he also spoke about some of the issues currently facing road freight members such as driverless vehicles.

"Stagecoach is buying and ordering driverless buses, so it will happen and road freight companies are developing convoys with one person driving at the front, this technology will change the industry and is an obvious threat to members' jobs", mobile phone use, tachographs, in-cab CCTV and self-employment and driver franchises," he said.

Mick was asked by delegate Mark Woods about the use of health and safety legislation in campaigning for changes to the current working-time arrangements.

Mick said that that this could be used and that we are also pushing for a charter to specify a maximum number of driver working hours and for a driver

care package. Mick also spoke about the need for a policy on self-employment as employers seek its introduction across the board and specifically within the road freight industry.

Mick also urged the conference liaison committee to come up with ideas for the way forward to increase member density and conference participation.

Andy Blackman, London, Anglia and Midland Road Transport said that "people don't realise RMT is involved in road freight and we need to do more", a point with which Mick agreed but said that change "has to come from the membership; a rebrand or different ideas can be considered but they need to come from the shop floor".

RMT president Sean Hoyle welcomed delegates to his home city.

He spoke about people's motives for joining a union such as for self-interest or workplace protection but said

we need to recruit for the wider issues.

"Go out and talk to your colleagues, urge them to sign up and join.

"We need a good membership density to take on the companies and we are a member-led organisation; nothing happens without their democratic bidding," he said.

Mark Broadfield, Leeds Goods and Cartage called for the union to pursue Freightliner for payments for outstanding ADR (Hazardous Work).

This work which requires members to undertake specific training that is renewable every five years and means that a members has to remain with their cargo at all times is a service for which Freightliner charges a premium rate, but for which, it refuses to pass on this premium in the form of higher payments to drivers.

Whilst these payments have long been promised they have not been delivered.

Mark called for the union to send a message to Freightliner that they pay up or we stop moving this type of traffic.

Graham Keeble, Leeds Goods and Cartage said that his depot will not use agency staff for this work even if they have ADR as the company would then not have the requisite additional insurance. Furthermore some drivers can be starting these jobs four hours earlier and losing that time because of the nature of this hazardous work and as the goods are meant to be kept in sight at all times members can't take breaks.

Mark Broadfield also proposed that the union take up with Freightliner why there is a difference between the LGV contract the RMT agreed and the

one Freightliner management are applying to members.

He explained that "members have been hoodwinked by Freightliner as they haven't adhered to the LGV contract where agency workers would become a thing of the past.

"Freightliner has failed to recruit the required numbers of staff and they appear to be using an earlier, inferior and non-accepted LGV contract. We need a clear agreement with the company and for it to be adhered too," he said.

Clinton Woodburn, Birmingham Engineering said that he had been part of this meeting with management and they say it was discussed but that no decision was made.

"Why did the NEC agree to

this contract?" he asked.

Mick Lynch replied that "there at least 15 different versions of this contract and the management may not have been truthful with us.

"They want to set one group of workers against another so let's not allow this to happen in this forum.

"This agreement hasn't achieved what it was set out to do and we need to clarify definite answers and get definite actions."

Graham Keeble said that "the meeting will try to divert attention onto another version of the contract" whilst Mark Neal, Birmingham Engineering said that "companies like agency staff as they can write 50 per cent costs off to tax.

"The contact is an increase in hours for less money," he said.

Neil Brownridge, Leeds Goods and Cartage also proposed to ask Freightliner why RMD/LGV drivers, who are the lowest paid, aren't given a paid days leave for hospital appointments whilst train drivers are.

"A train driver who has an appointment in work time will be granted paid leave whereas a RMD/LGV driver has to go into work before and after appointments. I

"if there is a delay in a pick-up then the driver has to miss an appointment," he said.

Delegates agreed that this disparity should be addressed and that RMD/LGV drivers should also get the day off.



LEARNING AWARD



RMT union learning rep John Richards received the Network Rail ULR of the Year Award in York recently.

Wendy Hall from TPS Training, who has been working with several signallers on their Learn IT Workplace Diplomas, presented the award.

John said that he was very pleased and proud to be

recognised for his work.

"This was only possible through the comradeship, support and hard work of my fellow ULR Chris Brown.

"We both work together for the common good and are both justifiably proud that when we look around our workplace, people say hello and we think 'that person has now got a good

quality qualification, because we made it happen'," he said.

Wendy Hall said that it was a pleasure to visit lots of different locations around the network, supporting the learners and helping them to achieve high standards and qualifications.

"This starts a new interest in learning and, besides, how

many people get to eat their lunch in the National Railway Museum next to the Flying Scotsman every week?" she said.

John and Chris are looking forward to working with other ULRs around the wider area in spreading the Learn IT diploma and other learning opportunities to even more members! ■

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PROTECTING AND PROMOTING OUR MEMBERS' INTERESTS





RESEARCH INTO SUICIDES ON THE RAILWAY

Research seeks to identify why people choose to take their lives on the railway and asks for the support of rail industry staff.

Suicides on the rail network have a significant impact on members.

Of the estimated 6,000 suicides a year that are registered, around 4.5 per cent happen on the railway.

The industry is already doing a significant amount to reduce suicides on the network but in June 2015 it sponsored research by Middlesex University and the University of Westminster with a view to answering the question “Why do people choose to take their lives on the G.B. rail network?”

In January 2016 an interim report was published by the research group. Its key findings based upon questionnaires and interviews with circa 1200 vulnerable and suicidal people (some of whom had looked to take their lives on the railway) as to why they may choose the railway to take their lives were:

- Perceived lethality – many believed they would certainly be killed when

struck by a train

- Familiarity – frequent use or living near the railway made some more aware of it as a means of lethality
- Environment – privacy and ease of access. Interestingly some said they would not choose the railway for this reason because they were aware of the increased effort by rail staff to intervene in suicide attempts.

The research comes to an end in October this year with the final report being shared with the industry shortly afterwards. However consideration is already being given to the interim findings particularly around ‘playing down the perceived lethality of the network’.

Interestingly this is the first research of its type dedicated to the issue of suicides on the railway in this country. In their desire to learn more about this phenomenon the research team

is asking railway workers who have a view on suicide prevention or an in depth knowledge of a particular location where they feel more work could be done to stop suicides to get in touch.

Ian Stevens, who heads up the industry’s suicide prevention programme said that “I’m keen for as many rail staff to get involved with the research as possible.

Our prevention programme is outstanding because we are all committed to it and looking for new ways to prevent suicides.

“This research provides us with another opportunity to do that by drawing on the experience of our people who feel they have some understanding of the issue because of their personal experiences. In particular the researchers are looking to capture insights into the sort of behaviours that may alert you to someone contemplating suicide; the training you may

have received to help manage such events; any barriers there might be to you helping someone in need; and ideas you may have about practical solutions to reduce the opportunity and incidence of attempted suicide on the railways.

If you would like to share your thoughts and take part in the research an online questionnaire is available. Access to it can be gained by typing bit.ly/railwaysuicidesurvey into your browser. The information provided will be anonymous and viewed only by experienced researchers.”

Ian added: “The questionnaire takes about 20 minutes to complete. This might seem like a long time but your input might save a colleague from a lifetime of trauma.” ■

If you would like any further information about the project, please feel free to contact Emily Hawkins at emily.e.hawkins@kcl.ac.uk or Ian Noonan at ian.noonan@kcl.ac.uk.



RETIRED MEMBERS MEET

RMT retired member committee chair Tony Donaghey reports from their annual conference

Around fifty retired members gathered recently in Doncaster to discuss issues of importance not only to existing retired members but for future generations of workers.

As a result there was a strong sense of uniting our generations in struggle for dignity in retirement. Pensions – whether occupational or State are under attack as shown under the New State Pension, where some could get less than the system applicable up to April 6 this year.

The feeling is that many

have been taken in with the result being that future pensioners must pay more, work longer, and get less.

So how have we been tricked? – a major unrecognised prong attack began in the run-up to the Lisbon summit with the European Union's Service Directive Pension Provision programme.

Their document 'an Appeal for Reform' urged EU states to lift retirement ages, stop early retirement and encourage individuals to save for their

retirement through tax breaks and private pension provision.

It went on "if they are not reformed soon, public pension systems in many EU member states pose a threat to the competitiveness of the European economy", so there's a thought when we are deciding how to vote on June 23.

Other issues getting attention included discrimination against retired people, the effects of inferior medication results from fee prescription in Scotland, the

loss of provision of meal on wheels, reduction in bus services, the effects of soaring house prices on pensioners and the health benefits of walking.

The retired RMT section is continually active not only in retired matters but also plays a keen role in organising members.

We encourage generational unity with our young members section and the working class movement at large through representing our union on retired organisations nationally and Internationally. ■

NO TO TTIP!

Trade Unionists Against the European Union proudly presents No to TTIP: a 12-song CD celebrating the lives of Bob Crow and Tony Benn.

No to TTIP is a call to arms against a deal between the EU and the United States which seeks to impose huge financial penalties for any policy not deemed to be in the interests of transnational corporations.

The Transatlantic Trade and Investment Partnership includes a provision called the 'investor-state dispute settlement' which allows private companies to sue nation states if they feel a law had lost them money on their investment.

TTIP will enable corporations to launch endless legal battles, potentially for billions of pounds, in the name of future lost profits, a kind of corporate feudalism.

Bob and Tony would no doubt have been campaigning very hard and loudly against this affront to national sovereignty, independence and democracy as well as to this country's membership of the EU: all the things in fact that they dedicated their lives to.

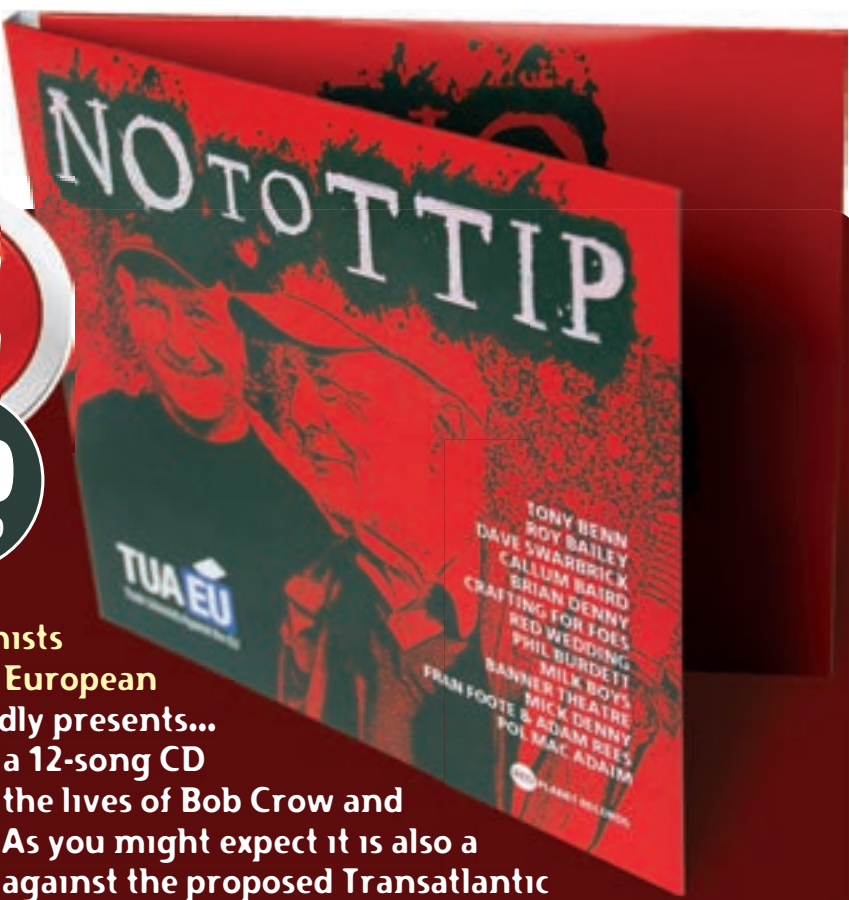
Today the EU is a very real threat to our NHS and other public services that are just seen as cash cows for monopoly capital. That other weapon used so effectively against workers, mass unemployment, is on the rise which takes away the most fundamental right of all, the right work.

EU court rulings and diktats are constantly removing workers' rights to collective bargaining and any meaningful tools to defend themselves. As Bob and Tony remind us, the EU was built to defend the system it promotes, capitalism, not the interests of workers.

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AFTER THE BOMBINGS

RMT member Janine Booth talks to Brussels transport workers after the March 22 terrorist attacks

I have been talking with Brussels transport workers and trade unionists in the aftermath of the March 22 Daesh/IS bombings which killed 32 people and injured hundreds more. Amidst the news reporting and political demagoguery, it is important that their voices are heard.

Two workers died in the Brussels airport bombing - one working on check-in, the other in baggage handling. Others were injured, and still more were traumatised by what they experienced: helping the injured and dying, seeing body parts among the baggage. At least 14 passengers also perished.

I was told that once the airport had been attacked, the decision was taken to close the Metro, but the chaotic and fragmented administration of Brussels' public transport did not get the message out. Half an hour later, the second wave of explosions hit Maelbeek Metro station, killing a further 16 people. This need not have

happened.

The Metro station that was bombed was unstaffed, and the driver of the Metro train survived. The absence of staff must surely have delayed raising the alarm and helping the casualties. Maelbeek is not the largest or the busiest station on the Brussels Metro, but it is the nearest to the US embassy.

Two weeks on from the attacks, the Metro was running only until 19:00 and some stations, such as the Bourse (pictured), closed altogether.

Transport employers are providing counselling, but not enough for everyone who needs it.

Workers are scared to return to work - because of the trauma, but also because they have little confidence in the security measures provided by their employers. Security equipment is inadequate and outdated. There are a lot of access points to the airport, and trade unionists demonstrated to the employers that people could

get in to secure areas with invalid passes.

So when management wanted to open the airport after the attacks, the airport police went on strike. The press and politicians complained about the action, blaming the unions, but the strike won a deal, with security measures including more staff deployed at the airport entrances, and luggage scanned there rather than only at departure.

Three weeks on from the attacks, air traffic controllers stayed away from work, phoning in sick because they are not confident in their safety at work.

This is 'wildcat' action was encouraged but not officially organised by their union. Over 50 flights were cancelled on the morning of Wednesday April 12. The action was portrayed in the media as a dispute about a rise in the pre-retirement age from 55 to 58, but it was as much to do with safety fears.

The Belgian Prime Minister

condemned the action as damaging to the country's image. He is cynically using the actions of terrorists to pressure workers into putting themselves at risk and delaying their well-earned retirement.

One Brussels airport worker asked me: "When does it become normal again?" I was not as close as others were to the London transport bombings on July 7 2005, but I am not sure that it ever does become normal to go to work under the shadow of terror attacks. I think I'd worry if it did.

I do know that without our trade unions, transport employers would expect workers to clean up and turn up, even with corners cut and inadequate safety. And that for working people in areas of the world where violent Islamists are strong, where there are other terror groups or despotic regimes, or where war is raging, the fear of attack is ever-present.



President's column

ENOUGH IS ENOUGH

Offshore members working in the North Sea have seen their terms and conditions coming under attack like never before.

Unscrupulous bosses are taking advantage of the current lower oil prices by using this as an opportunity to rewrite agreements that were fought for over many years.

The 3:3 IS NOT FOR ME campaign has really highlighted the true relationship between the employers and employees.

Workers being forced to stay offshore for weeks longer, just so the bosses can save money on transportation and cut staffing levels.

A culture of fear is becoming the norm with many too scared to raise concerns, including health and safety issues.

Thousands of fellow workers are being kicked out of their industry every week, the adage of "Safety before Profit" needs to be remembered more than ever.

Recently, we had yet another tragedy involving the Airbus 225 Super Puma when 13 more workers lost their lives in the North Sea. The previous tragedies with the same Airbus Super Puma have left members with no confidence in these aircraft at all.

Currently David Winder is running an online petition to the Civil Aviation Authority demanding the removal of all Airbus 225 Super Pumas NOW!

Nearly 27,000 have already

signed up, but the response from the CAA is to inform all that this can only be decided at a European level...maybe that will change after June 23?

I also attended the Docks and Shipping biannual general meeting, marking the 50 year anniversary of the Seaman's strike. The Turning the Tide booklet covers the very interesting history surrounding the 1966 dispute and what really struck me was what little progress we have made since then.

Merchant Shipping was exempt from the 1976 Race Relations Act and this hasn't changed under the Equality Act 2010 today. Today we have Ukrainian seafarers sailing between Portsmouth and the Channel Islands who are paid £2.40 an hour. This type of situation is being repeated right around our island and we are told that this is totally legal. We need to take control to stop this exploitation and "social dumping" of non-domicile labour.

This will be my last column before we vote in the EU referendum so here are some reasons for voting Leave:

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.

The EU has promoted

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

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. EU courts have ruled that employers' rights to 'establishment' overrule employment rights, allowing companies to bring in cheap labour in order to increase their profits by suppressing wages.

The EU is forcing member states which have received EU "bailouts" to remove workers' rights and now France is doing the bidding of the European Commission by removing basic workers' rights enshrined in the constitution. However workers are fighting back everywhere and a Leave vote is part of that struggle.

We need to leave the EU to end austerity. The EU 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, that's why Tories like David Cameron support staying in.

We must stop the attack on our NHS. The Transatlantic Trade and Investment Partnership (TTIP) trade agreement being negotiated between the EU Commission 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 by suing states and their elected governments.

Vote Leave on June 23.

"The world suffers a lot. Not because of the violence of bad people. But because of the silence of the good people." Napoleon Bonaparte

In Solidarity

Sean Hoyle



EU attacks: French protesters march this month against the use of the French constitution's Article 49,3, allowing the government to bypass parliament and force through controversial anti-worker laws.

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NORTH YORKSHIRE MOORS NEW BANNER



North Yorkshire Moors Railway RMT branch will be unveiling their new banner at the upcoming Durham Miners Gala in July.
(left to right) Brother Dave Tibbett, branch chairman Paul Wickham, sister Tamsyn Naylor, branch secretary Gerry Bacon and finally Steve "mushroom" Elliott.



AID FOR CUBA GARDEN PARTY

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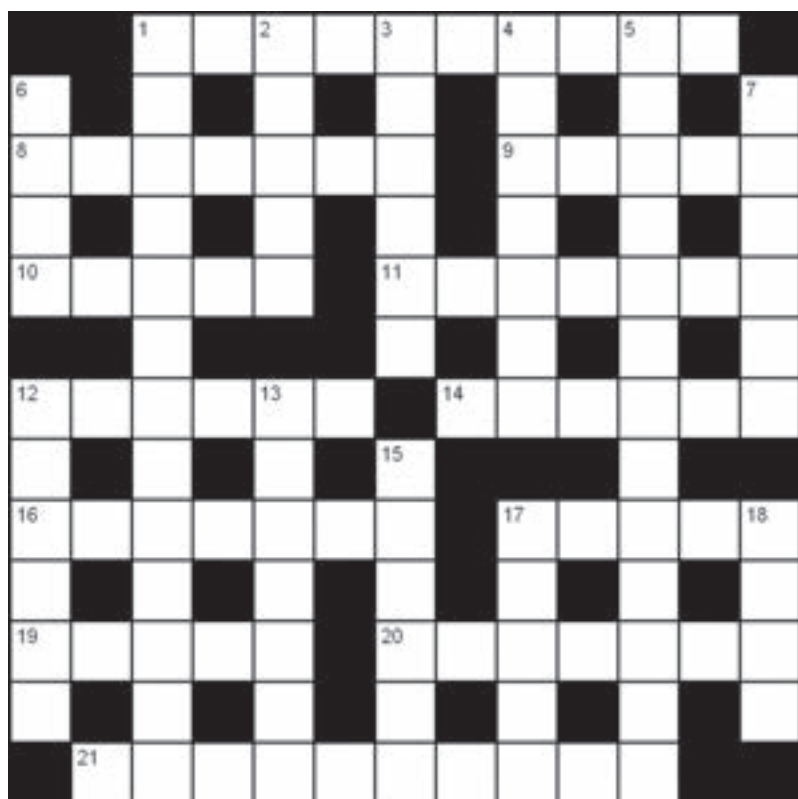
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Last month's solution...



The winner of last month's prize crossword is L Standing, Cheadle.

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

Winner and solution in next issue.

ACROSS

- 1 Trickery (10)
- 8 Alleviate (7)
- 9 Depart (5)
- 10 Penchant (5)
- 11 Thane's domain (7)
- 12 Calculate (6)
- 14 Trinket (6)
- 16 Made up creature (7)
- 17 Annoyance (5)
- 19 The world's most populous state (5)
- 20 Unlimited (7)
- 21 Generous (10)

DOWN

- 1 Selflessness (4,9)
- 2 Diacritic mark (5)
- 3 Small hole (6)
- 4 Pivot (7)
- 5 Lofty in style (13)
- 6 Gravel (4)
- 7 Ascetic (5)
- 12 Ornate (6)
- 13 Too old (7)
- 15 Improvise (4,2)
- 17 Military chaplain (5)
- 18 Not difficult (4)



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

3 Your Employment.

Employer		RMT Branch	
Job Description			

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to stop
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to end attacks
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