

RMT *news*

Essential reading for today's transport worker

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**2018
DIARY
ENCLOSED
WITH THIS
ISSUE!**



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NATIONAL UNION OF RAIL, MARITIME & TRANSPORT WORKERS

Unity House, 39 Chalton Street, London NW1 1JD



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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			

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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	☐

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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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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

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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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Your National Insurance Number

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This is not part of the instruction to your Bank or Building Society.

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Date

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EDITORIAL



SOLID ACTION

RMT members stood solid, united and determined this month in the latest phase of strike action in four separate disputes which are about putting safety, security and access to services before the profiteering of these rip-off private rail companies.

Political and public support is flooding in as our communities choose to stand by their guards against the financially and politically motivated drive to throw safety-critical staff off our trains.

Once again RMT is calling on the Prime Minister Theresa May and Transport Secretary Chris Grayling to call off the centrally imposed blockade on serious talks in these disputes and allow us to get on with genuine negotiations with their contractors.

We know these agreements can be reached as we have already won such assurances on Scotrail and the Welsh First Minister has announced that the next Wales and Borders Franchise will keep a safety critical conductor or guard on all trains and services.

Following the refusal of South Western Railway franchise holder First MTR to give assurances over the future of guards on their trains members have also voted overwhelmingly for action.

Over 80 per cent of members on SWR have voted to strike on a turnout of over 76 percent with even higher numbers voting for action short of a strike.

RMT is also demanding that the Dutch state end their profiteering on Britain's railways through their Abellio outfit which is driving moves to axe guards on Greater Anglia and Merseyrail services.

The Dutch state-owned Abellio is raking in over £1.2 billion in

revenues from their UK rail operations which the company openly admits is being used to "benefit" passengers in the Netherlands through improved services and cheaper fares.

Despite London Underground bringing cleaning contracts into a single contract, cleaners still have no company sick pay, travel passes or pensions.

The union has already secured a provision to ensure at least 95 per cent of these workers are directly employed and an end to zero-hour contracts. This is a good start but we must continue to fight for parity for these workers.

As part of the on-going SOS2020 campaign the union is warning that unfair competition damages the maritime skills base and drives down employment standards, training and pay.

RMT is pointing out that as an island nation and net importer, economic, social and security interests depend upon seafarers and a resilient maritime skills base.

Our objective is simple – a guaranteed future for the UK shipping industry based on the development of a skilled and expanded domestic workforce that will secure the sector well into the future.

On a positive note, congratulations to all those that fought so hard to win RMT recognition for dock workers operating at Dover Cargo Limited.

The members themselves also worked tirelessly to recruit non-members and ensure that the union had well in excess of the 50 per cent plus one required.

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

SOLID STRIKE ACTION

Strike action over rail safety and the role of the guard in four separate disputes on Northern, Southern, Merseyrail and Greater Anglia earlier this month was absolutely rock solid right across the country.

Members on South Western Railway and Island Line have also voted overwhelmingly for action on the same issue with over 80 per cent of members voting to strike on a turnout of over 76 per cent with even higher numbers voting for action short of a strike.

RMT is calling on the Tory government to end its sabotaging of rail strike talks and allow the union and employers to reach settlements over the role of the guards as in Scotland and Wales which protects the safety, security and access to services of the travelling public.

In a letter to the Prime Minister Theresa May RMT general secretary Mick Cash said that the union was alarmed that her government was sabotaging deals with the RMT on Southern, Northern and Anglia Trains and also South Western Railway.

"A number of train operating companies are privately indicating to me that that it is the government that are preventing the deals that in normal circumstances they

would be able to make with the RMT," the letter said.

RMT also called for full disclosure of all Greater Anglia's safety breaches after it emerged that strike breaking members of staff had opened the train doors on the wrong side resulting in passengers going onto the tracks.

RMT also submitted to Merseyrail's joint owners - Dutch government-owned Abellio, and SERCO - and Mayor Steve Rotherham a "realistic and fair" proposal to resolve the dispute.

Rail bosses have alleged that the annual cost of keeping the guard is £5 million. Yet Merseyrail's owners have already paid out an eye watering £108.2 million in dividends and in the future they can expect to pay out an additional £142 - 215.3 million by the end of the franchise in 2028.

RMT has named 330 unstaffed stations on Northern which will become crime hot spots and no-go areas for vulnerable and disabled passengers if rail bosses get away with their attack on the guards.

Northern is also planning to axe guards on at least half of services with many lines and routes completely unstaffed.



Wickford



Huddersfield



London, Victoria



York



Blackpool



Clacton



Middlesbrough



Colchester



Newcastle



Hull



Norwich



Ipswich



Norwich



Leeds



Skipton



Manchester



Manchester, Victoria

STOP THE DUTCH STATE RIP OFF!



RMT protested outside the Dutch Embassy earlier this month to demand that the Dutch state end its profiteering on Britain's railways through their Abellio outfit which is driving moves to axe guards on Greater Anglia and Merseyrail services.

The Dutch state-owned Abellio is raking in over £1.2 billion in revenues from their UK rail operations which the company openly admits is being used to "benefit" passengers in the Netherlands through improved services and cheaper fares.

Dutch state railways also admit that it actually invests very little but haul in massive returns from their UK operations – cash that RMT says

should be used to retain guards on Greater Anglia and Merseyrail operations to keep the British travelling public safe.

Recent Dutch state rail annual reports from 2015 and 2016 reveal how much The Netherlands is benefiting from their transport operations in Britain as demonstrated by the following extracts.

"The passengers who use the train every day in The Netherlands must benefit from our achievements abroad."

Of their overseas rail operations, including Britain, that "the capital invested is relatively limited while a return on investment is achieved of 18 per cent. The expectation is that this will remain the case in the

future."

"The revenue from passenger transport by rail in the United Kingdom provided by Abellio was €1,430 million in 2016."

The union is also arguing that if Dutch state-owned Scotrail can reach an agreement guaranteeing the guards on trains then so can its Greater Anglia and Merseyrail companies.

RMT general secretary Mick Cash called for an end to the Great British Rail Rip-Off which sees Dutch state-owned Abellio threatening to throw guards off their trains on Greater Anglia and on Merseyside to cut costs and fatten up profits which are then used to improve services and hold down fares in The Netherlands.

"The fact that Theresa May, Chris Grayling and their rotten, minority Tory government think that this outrage is acceptable is nothing short of a national scandal.

"Just a fraction of the eye-watering profits shipped from Britain to the Netherlands by Abellio and other overseas rail operators would be enough to keep the guard on our trains and keep the British travelling public safe.

"The government claims that we don't have the money to fund safe and accessible rail services for all is blown out the water when you look at the sheer scale of the foreign state raid on our trains," he said.



NO DOO ON WALES AND BORDERS

RMT has welcomed an announcement by Welsh First Minister Carwyn Jones that the next Wales and Borders Franchise will keep a safety critical conductor or guard on all trains and services.

The union also welcomed a suite of other commitments from the First Minister including a no compulsory redundancy

guarantee and a positive framework for discussions with the union rolling stock maintenance, stations and ticket office staff and cleaning and catering staff.

Commitments have also been given that responsibility and ownership of rail infrastructure will remain with Network Rail and in the event

of the Core Valley lines being transferred to the Welsh government ownership and responsibility of the infrastructure will remain in the public sector under Transport for Wales.

RMT general secretary Mick Cash described it as a breakthrough for the campaign against driver-only trains and

for a safe, secure and accessible railway.

"We have been able to engage in very positive and constructive discussions with the First Minister who has made important commitments to protect the jobs and conditions in Wales," he said.



TUBE CLEANERS DEMAND JUSTICE



Union demands an end to outsourcing and sub-contracting to agencies

RMT held protests outside City Hall in London this month to protest against poor pay and conditions as a result of outsourcing.

London Underground has recently consolidated its major cleaning contracts into a single contract, sold to the lowest bidder, US firm ABM.

However, as with previous cleaning contracts, the main contractor ABM, will outsource a significant proportion of the work to labour-supply agencies such as AGS People, who pressure cleaners into registering as “self-employed”, or “limited liability companies” of one person, in order to avoid upholding their statutory rights.

Cleaners have no company sick pay and, unlike other Tube staff, do not have travel passes to allow them to freely use the

system they help run.

RMT is fighting back against injustice and wants London Underground to follow the example of the London School of Economics by ending outsourcing and bringing cleaning services back in-house.

RMT LUL regional organiser John Leach said that the union had already secured a provision within the contract that by the end of next year ABM had to directly employ 95 per cent of cleaners directly and the eradication of zero-hours contracts.

“As a result the union has gained collective bargaining rights for the workforce giving the union the opportunity to organise these workers in the future and further improve their conditions.

“Ultimately these workers

should be brought in-house and the union will continue to campaign for sick pay, pensions and travel facilities as a minimum,” he said.

The union is now calling on Labour London Mayor Sadiq Khan to implement Labour’s policy for a £10/hour minimum wage on the transport system he runs and give travel passes, sick pay, and holiday pay to Tube cleaners.

RMT general secretary Mick Cash said that Tube cleaners keep London moving by cleaning up after five million passengers every day.

“They are an often invisible, marginalised group of workers whose labour is essential to the daily functioning of one of the



wealthiest cities in the world.

“The Victorian degree of exploitation they face brings shame to our city.

“RMT will continue to fight for justice for Tube cleaners and for these workers to be brought in-house so they can receive the decent pay and conditions that they deserve,” he said. ■



TRANSPORT FOR LONDON BOOTS OUT UBER

Union plays key role in the decision by threatening legal action

RMT welcomed Transport for London's ruling last month that Taxi app firm Uber will not be issued with a private hire operator licence renewal.

RMT general secretary Mick Cash said that Uber had consistently failed to reach acceptable standards of service, safety and security.

"We applaud this decision which is a victory for passengers and also a vital step in protecting the livelihoods of the skilled and experienced London taxi drivers who are being unfairly undercut by Uber.

"This is a success for our campaigning and all those who work in the trade and must be a stepping stone to end the deregulation in the industry which has created such chaotic, unsafe and exploitative conditions.

"The next steps should include the introduction of a statutory definition of plying for hire and also for MPs to get behind the Private Members Bill put forward by Daniel Zeichner

MP to reform the taxi and private hire industry," he said.

For many years London taxi drivers have been regulated to protect often vulnerable passengers and drivers have had to prove that they are fit and proper to do so.

Minicab drivers have been able to transport people provided those journeys are pre-booked. However, this important distinction has recently been undermined by Uber.

Uber is a US software company, operating in the UK via a network of companies routed through low tax jurisdictions. It matches people who want services, with those providing them.

It set up in many cities, offering services that were frequently prohibited or were provided in a way that is incompatible with existing rules. Uber's approach was to disregard or fudge existing regulations in order to become established and deal with compliance later.

In London, there was sufficient legal ambiguity to enable regulators to drag their feet about blocking Uber. Transport for London decided that while rules limiting who could pick up passengers – known as "plying for hire" and "ranking for hire" – are well-established, they may not extend to transactions carried out online. Specifically, TfL stated that it was unclear whether a minicab advertising its availability and location to passengers on an electronic platform amounts to "plying for hire".

Once established, Uber ratcheted up the commission which it charged drivers, who have been found by the employment tribunal to be bogusly self-employed, thereby cutting their earnings to below minimum wage level.

Despite growing evidence that low pay had forced drivers to work excessive hours the company became politically too big to fail.

RMT has been leading the fight back against the company, lobbying politicians, holding protests, organising a letter writing campaign, feeding into consultative committees and threatening legal action.

In the face of a vast expansion in the minicab fleet, leading to road congestion which has sent average traffic speeds in central London to eight mph and faced with evidence of sex attacks on passengers, the authorities ran out of excuses not to act.

The union put pressure on TfL, the Mayor and the Metropolitan Police by threatening legal action. RMT attacked the ongoing illegality of Uber's operational practices since its original license grant in 2012 and their continued flaunting of the law on "plying for hire".

As a result TfL and the London Mayor updated the law to explicitly extend existing rules to online platforms and now TfL has declined to renew Uber's license on the grounds of

public safety.

RMT believes that Uber has not had a valid operational basis for holding their license under the Private Hire Vehicles (London) Act 1998 since the original grant of their licence and continue to operate illegally.

The union considers that while TfL has made some headway in addressing the serious public safety concerns associated with Uber, it is still awaiting a response from TfL regarding the illegality of Uber's practices in relation to their operational model and the issue of their drivers illegally "plying for hire".

The union has also questioned allowing Uber to continue operating while it appeals TfL's decision, when the basis of TfL's decision not to renew the license was made on the grounds that Uber were not fit and proper to hold the license and that there are serious concerns for public safety.

Concern for public safety is a key reason not to permit operation during appeal under 26(2) of the Private Hire Vehicles (London) Act 1998 and this appears to have been previously overlooked in relation to Uber.

Labour leader Jeremy Corbyn told the media at party conference that TfL was doing the "right thing" by refusing to renew the taxi firm's permission to operate in the capital.

"TfL are there to protect all of us and I think they are doing the right thing and obviously people need to be able to travel, obviously they want to be able to access cabs.

"Those cabs must be safe, must be regulated and must be available for all," he said.

Labour's shadow chancellor John McDonnell said that the company was "a disgrace.

"You have to abide by the law and if the company was outside the law, what could Transport for London do?

"Four months ago they were told to get their act together and they didn't," he said.

Parliamentary column



SOS 2020, GAME ON

As Labour's Shadow Shipping Minister, I was proud to support RMT's SOS 2020 campaign at Labour Party conference and the recent demonstration outside Hull Maritime Museum. We support this vital campaign to revitalise UK seafaring and to make this a better regulated and safer industry to work in.

The campaign targets the right areas for action to reverse job losses and the lack of training for UK Ratings in our shipping industry. The fact that Shipping Minister John Hayes has at least announced a target to double the number of maritime apprenticeships in training shows that the SOS 2020 campaign is cutting through the political noise.

However, as is always the case with Tory governments, a look behind the headline reveals uglier truths. As John Hayes has mentioned it, let's look at training. There are over 300 rating apprentices either in or waiting to start a rating apprenticeship but over 70 per cent of these new starters are in the public sector through Royal Fleet Auxiliary and CalMac apprentices.

Once again, the public sector pursues the national interest whilst the private ferry, cargo and offshore supply operators largely ignore UK seafarers and the national need, choosing to profit from an over-supply of cheaper foreign crews, usually paid below the National Minimum Wage, a level of exploitation and discrimination that would be unthinkable and completely illegal on land.

It is two years since the government's Maritime Growth Strategy was published. Its emphasis on skills and training was welcome but has not resulted in the major increase in jobs and training that we need to see. Hardly any employers have used the link to Ratings training in the Tonnage Tax, public funding for seafarer training remains frozen and major employers like Stena Line are not participating in Rating Apprenticeships.

It is not surprising but deeply frustrating, therefore, that we are still heading towards a crippling maritime skills deficit, the result of declining numbers of UK ratings and officers which has gone uncorrected since the 1990s.

For too long the international shipping industry has called the shots over maritime policy for a sector which moves over 95 per cent of the UK's traded goods and over 60 million passengers every year. Political

parties must realise that such a vital sector for our economy and jobs is too important to be left to the self-interest of corporate shipping. That must change and with the union and others I am working to draw up a shipping and ports policy that works for UK seafarers and taxpayers.

Most countries, including major economies like the USA and Japan, use cabotage legislation to protect their merchant naval skills base and supply chain from unfettered competition. I want to look at how similar legislation could be applied to the UK. To date the UK has chosen not to exercise that option, largely from a fear of being accused as 'protectionist' which has resulted in a meek surrender of our national interest and those of seafarer communities like my own in Hull and the Humber region.

This skewed policy will end under Labour. We will protect UK ratings and officers, as well as shipbuilders and supply chain companies from the inevitable consequences of a race to the bottom. That will allow us to take advantage of growth areas in the maritime sector, from offshore energy to the cruise sector – the UK needs to be world leaders in the skills those industries need but we won't be if this government continues to exempt and excuse shipowners from their responsibility to the UK maritime skills base.

And let's not forget that this is not an industry in crisis. It is profitable and the government's own figures show that demand for ratings in the UK shipping industry is set to increase over the next decade. It is seafarer skills that are in crisis and that could harm our economic future, post-Brexit. It really is that serious and I welcome that RMT is making these fundamentally important arguments to politicians.

A government-commissioned report estimates 87,000 ratings jobs in the UK shipping industry, but UK ratings only hold barely 10 per cent of that number. So let's be absolutely clear that we have a massive opportunity to revive the shipping sector, as part of a new industrial strategy that promotes UK jobs and growth. Political will is needed to take on the vested interests entrenched in the shipping industry and, in tandem with the SOS 2020 campaign, Labour has that political will under Jeremy Corbyn.

Karl Turner Labour MP Hull East
Shadow Shipping Minister

RMT AT TUC

RMT delegation makes its voice heard at TUC Congress meeting in Brighton

RMT missed no opportunity to raise Britain's longest-running industrial dispute, Southern Rail, both inside and outside the conference hall as many delegates made the trip to the south coast via Govia Thameslink Railway

Conference also took place as Brexit continued to fill the newspapers and airwaves and was a major subject of debate with much speculation that the TUC nationally was trying to lever the movement into a commitment to remain within the EU's single market.

RMT general secretary Mick Cash said at a fringe that the union campaigned for a leave vote and there should be no suggestion that there is some back door route by which

Britain can remain in the EU despite a democratic decision in a national vote.

"It should not be forgotten that the leave position was supported by a clear majority of working people.

"As far as RMT is concerned membership of the single market is membership of the EU and would mean the retention of key anti-worker policies like rail privatisation and social dumping.

"We would be kept under the iron grip of the unelected Brussels bureaucracy with control remaining out of our hands," he said.

As the union opposed the TUC General Council statement on the EU, delegate and national executive Eddie



Mick Cash



Eddie Dempsey



Sean Hoyle



Karlson
Lingwood



Glenroy Watson



Billy Jones



Dempsey warned that it lacked ambition.

"We are not interested in some Anne Robinson-style policies on consumer rights.

We want democratic control of our industries and we should be fighting for that vision of socialism, not collaboration with the bosses," he said.

RMT delegate Billy Jones spoke on the Nautilus' motion on British shipping, stating the dangerous position British ratings from the ever increasing use of cheaper crew from overseas and the lack of training of new ratings.

"There will be no skills and no future for British merchant seafarers if this carries on," he said.

He underlined the need for the union's SOS 2020 campaign to stop British seafaring from becoming a thing of the past.

"I've been at sea for 47 years, and it's getting worse for our seafarers vessels and we need to take action now through the SOS 2020 campaign to save British seafarers," he said.

RMT delegate Karlson Lingwood seconded the Nautilus motion on the Super Yacht sector, where jobs are increasing but regulation are sorely lacking.

He spelt out to conference the impact this dangerous lack

of regulation is having on seafarers working in the super yacht sector, particularly young seafarers attracted by the promise of a glamorous job and an opportunity to see the world.

"The reality is very different, with long hours, an absence of rights and blatant exploitation, at the hands of some of the wealthiest individuals in the world who have little respect for the crew operating these massive vessels.

"At the very least, the Maritime Labour Convention's minimum international standards must be applied to protect these vulnerable seafarers from abuse and exploitation," he said.

The safety of offshore helicopters was also raised by the union through an amendment to BALPA's motion on light-touch regulation.

Karlson Lingwood repeated our call for a public inquiry into offshore helicopters to respond to the horrific record of Super Puma helicopters in the UK and Norwegian sectors of the North Sea where 33 offshore workers and helicopter crew traveling on these airframes have been killed since 2009.

"Next year is the 30th anniversary of the Piper Alpha disaster, in which 167 workers lost their lives in two hours.

"As the Cullen report into that tragedy recommended, we need a culture of continuous improvement in offshore health and safety. That should apply to offshore helicopters, offshore workers' number one safety concern and we need a public inquiry into the safety of offshore helicopters, in order to stop the deaths and to restore workers' confidence in what is the only realistic mode of getting to and from work on North Sea installations," he said.

RMT president Sean Hoyle moved the main motion that covered driver-only operation and the safety critical role of the guards on our trains.

He paid tribute to all RMT members who had been involved in action across the country over rail safety, set out the facts on DDO and the motivation of private greed and the need for continuing support from across the ranks of the organised working class:

"The private train companies have robbed billions out of the tax payer while safety is being compromised and sexual assaults on our trains have doubled.

"We are demanding a railway that is publicly owned, publicly funded and run not for the few but for the many," he said.

Conference endorsed the

motion unanimously.

Glenroy Watson, Finsbury Park branch spoke in the debate on black workers jobs, nailing down the priorities that have been laid out by RMT's equalities conferences over the past year.

Back out on the fringe general secretary Mick Cash set out the union's position on scrapping the government's public sector pay cap.

"Divide and rule will not deflect from the campaign to scrap the pay cap for all and that includes our members on the Royal Fleet Auxiliary down in the Caribbean dealing with the aftermath of Hurricane Irma.

"With inflation now touching four per cent if it takes coordinated trade union action to secure a fair deal for all then so be it," he said.

Pushed right to the back of the agenda on the final day, the general secretary also raised deep concerns over the TUC's handling of the Southern Rail dispute and, specifically, the exclusion of RMT from talks brokered by the organisation.

The motion set out the kind of support that should be available to all affiliates in a dispute situation and was agreed by the conference.



HULL SOS 2020 SHIPPING PROTEST

Union warns unfair competition damages the maritime skills base and drives down employment standards, training and pay

RMT promoted the aims and objectives of the union's national SOS 2020 campaign in Hull last month with a protest outside Hull's Maritime Museum.

RMT is pointing out that as an island nation and net importer, economic, social and security interests depend upon seafarers and a resilient maritime skills base.

- 95 per cent of all imported and exported goods in the UK are transported by ship
- Over 496 million tonnes of maritime freight handled from ships at UK ports
- Over 22 million passengers moved on short sea, continental and international cruise ferries
- The shipping industry directly contributes over £3 billion to UK GDP
- The Royal Fleet Auxiliary is

the biggest employer of UK merchant seafarers

The exclusion of seafarers' from full employment or equality rights, low levels of training and the rise of Flags of Convenience registers, including those in the Red Ensign Group (e.g. the Isle of Man and Bermuda) have driven a decline in UK Ratings and Officers from 58,000 in the 1980s to 23,380 in 2015. Non-UK Ratings continue to be recruited on rates of pay below the legal UK minimum.

This unfair competition blocks UK seafarers' access to work, damages the maritime skills base and drives down employment standards, training and pay across the industry.

Moreover employers routinely avoid paying seafarers their full entitlement even to these low wages – last year an estimated £31.5 million of

earnings were not paid to seafarers working from UK ports.

Since 2011, UK Ratings have fallen by 25 per cent and the total number of UK seafarers decreased by over 13 per cent. The ageing nature of our seafarers means that if training and employment do not increase before then, 2020 will see the retirement of thousands of UK Seafarers, exposing this country to negative economic, social and security effects of a maritime skills deficit.

RMT general secretary Mick Cash said the union was determined that the future of our maritime industry was not ignored and ports like Hull have a huge amount at stake economically and industrially if we allow central government to continue to allow the decimation of UK shipping.

"As part of our SOS2020

campaign RMT is demanding jobs, training and the end of the race to the bottom on pay and working conditions. Our objective is simple – a guaranteed future for the UK shipping industry based on the development of a skilled and expanded domestic workforce that will secure the economy of areas like Hull well into the future.

RMT national secretary Steve Todd added that for too long the maritime sector had been ravaged by social dumping and the flouting of pay and employment regulations at the expense of UK ratings jobs.

"That scandal has to end and RMT will be challenging the government to match their rhetoric about a post-Brexit future for UK shipping with concrete action on jobs, training and working conditions," he said ■

FLAWED REPORT CLAIMS BENEFITS OF LONGER LORRIES

Campaigners have reacted angrily to the publication of a Department of Transport report which claims that longer semi-trailers can reduce congestion, pollution and collisions.

Freight on Rail is concerned that the report, which was compiled by Risk Solutions and is five years into a 15-year trial of the seven foot longer lorries on UK roads, is based on flawed data and incorrect assumptions and ignores important safety factors.

Freight on Rail manager Philippa Edmunds said that despite the claims, longer semi-trailers were not the answer to reducing collisions, congestion or pollution and are actually more dangerous than standard HGVs because of their extended

tail swing and blind spot.

"Given that all the safety, environmental and economic arguments for longer lorries are based on them resulting in fewer but bigger fuller longer semi-trailers, Risk Solutions should be analysing the usage and loading patterns of existing lorries to find out what will happen in real life if these longer semi-trailers are allowed in general circulation.

"It is using modelled data and planning to scale up the trial figures even though the trial participants are not representative of the haulage industry because the operators involved are self-selecting, the majority of whom are large operations who use specialist drivers.

"There is no question that longer semi-trailers save operators money, but this is because these bigger trucks result in lorries paying even less of the costs they impose on the economy and society with the taxpayer picking up the bill in terms of more road crashes, road damage, congestion and pollution and this is simply unacceptable," she said.

Freight on Rail said that the report was using a flawed assumption that increasing lorry sizes would result in fewer, better loaded trucks on the roads when there is simply no evidence to show this.

It is also using origin and destination post codes to model likely routes, instead of more accurate GPS data, means it is

impossible to understand to what extend these vehicles' movements compare to standard vehicles, especially on urban roads.

It is also ignoring safety concerns surrounding the increased tail swing and blind spot of these longer lorries - which is almost double that of standard HGVs when making right and left turns - when negotiating urban roads.

Freight on Rail want to see a rational explanation of why longer semi-trailers, which are even bigger than standard HGVs, would get better utilisation than existing ones, when allowed in circulation, given that the whole case for longer semi-trailers is predicated on this argument. ■

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DOVER DOCKERS WIN RECOGNITION

RMT has won recognition for dock workers operating for Dover Cargo Limited.

Dover shipping branch, along with relief regional Organiser Brian Whitehead and Dave Marshall from the organisation unit have been helping to organise the workers for nearly a year.

The former employees of

George Hammonds PLC were tupe'd over to a subsidiary of the Port of Dover call Port of Dover Cargo Limited and work on the cargo vessel which call at the port on a weekly basis supplying fruit to some of the UK's largest supermarkets.

RMT has just agreed recognition for this group of workers after a number of

meetings with the company, The members themselves worked tirelessly to recruit non-members and ensure that the union had well in excess of the 50 per cent plus one required.

Dover shipping branch secretary Lee Davison said that it was a great all round team effort.

"Members at PODCL have put

in a tremendous amount of effort recruiting and giving up their time to attend meetings.

"The branch would like to place on record their thanks to Brian and Dave for all their hard work.

"We hope to continue to expand as a branch and increase the membership at Dover shipping," he said. ■

LOW RATE CONTRIBUTIONS

**Are you paying the correct contribution rate?
Did you know that RMT has a low rate contribution?**

If you are earning below £21,100 a year basic and paying more than £2.05 per week in contributions you may be eligible for a refund.

For more information on how to make a claim call

the RMT membership department on 0207 387 4771 or the RMT helpline on 0800 376 3706, alternatively contact your branch secretary.

All potential refund claims must be submitted on the appropriate form by January 31 2018

Proof of earnings will be required.

RENATIONALISE!



Neil Sharples of Wigan branch argues for Britain's railways and other services to be brought back into the public sector

Following the end of the Second World War the Labour government nationalised key industries, such as railways, steel and electricity. It argued that the government would be able to run these industries in the best interests of society.

This is a strong argument in favor of nationalisation as it abolishes economic power from the few monopolists. It also enables the government to take steps for the welfare of the public. As we can see from current rail disputes the rail

companies care little for the welfare of passengers, especially if they can reduce staff numbers who are in charge of welfare in order to increase their profits.

Currently new trains are also being paid for, in most cases, not by the TOCs but by ROSCOs who then lease them to the TOCs at expensive rates from around the world. Ultimately the price of this investment is being paid for by the taxpayer. If rolling stock was procured by one public-owned company it would be able to place bigger

orders that would provide savings by buying in bulk and avoid the extortionate leasing charges that ROSCOS place upon TOCs.

In the public sector any profit could be used to re-invest back into the system. But under the current set up the profit is extracted by the ROSCOS that are owned by banks, the private train companies and shareholders. This is a very poor deal for the British taxpayer that faces ever increasing fare rises and no return on their

investment by way of taxes paid.

When rail was in the public sector all the regions of the country developed equally creating a more balanced approach to transport spending. However, most major rail projects at the current time seem to be focused on London and its economy such as HS2, Cross Rail and Cross Rail Two.

In the North there has been some spending such as the building of the Ordsall Chord that will link Manchester

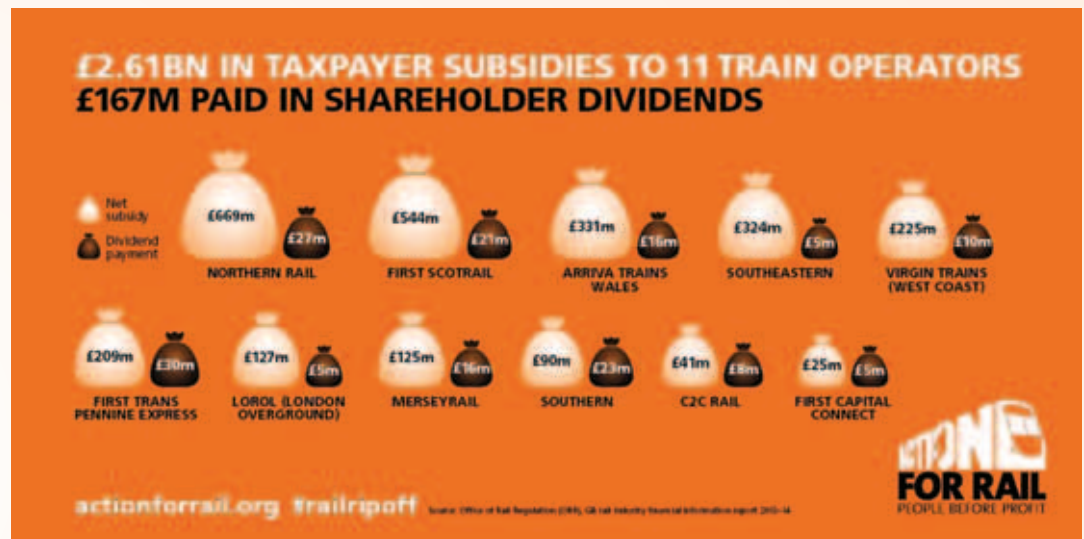
Victoria and Manchester Piccadilly but even this project seems shrouded in farce as extra investment needed for new platforms that will handle the extra capacity needed at Manchester Piccadilly has been halted. A nationalised railway would be better equipped to plan and decide investment strategy ensuring consistency and limiting the ability of one region playing itself off against another.

Over the last 20 years since rail privatisation many jobs in the industry have been outsourced such as cleaners, catering and even platform staff. This has led to worsening terms and conditions for many.

In a democratically-run, nationalised rail industry the working conditions of the workers can be improved across the board. The state can provide just rates of pay, security of services, collective bargaining and other benefits allowing for sensible industrial relations. More progressive government would also be more open to allowing workers take part in the control of industry via the machinery of elected trade union representatives.

Monopoly control among corporate industrialists also damages the interest of the public which can be measured and mitigated by state ownership. We can see evidence of this on the West Coast Main Line where Virgin Trains have repeatedly campaigned against the introduction of open access service operators on that route. That is not to defend the idea of open access operators but rather an example of how a monopoly can hold back the introduction of more services and capacity that would benefit passengers. The answer is to have a centrally planned network that has the scope and ability to introduce new train services as needed, away from the vested interest of a private operator solely interested in its own profit.

Centralised management within a nationalised industry would also cut down on the need for duplication of



management functions across different networks providing efficiency in these areas and a better deal for taxpayers. Functions such as human resources, safety, payroll and planning could all be managed centrally and allow the sharing of best practice across the regions driving up standards in the industry. At the moment we have a shambolic system where different companies have different policies and even different safety and operating standards. This is a costly and arguably dangerous way to run a rail network.

Britain has some of the highest train fares in the world. Yet if British Rail had enjoyed the same level of public subsidy that today's privateers enjoy, we would arguably have the most modern, user-friendly and highly-skilled rail staff in the world. As a result more people would use it and this would

help drive the economy forward by encouraging business to invest and allowing decently paid workers to spend more money in the wider economy. This argument applies not just to rail but to other sectors such as energy, communications, health and education.

Under state ownership profit would go to the public treasury which can be employed for the welfare of the entire country. Instead of surplus profit going to shareholders or foreign state railways, it could be used to invest in education or healthcare. This would provide an extra benefit to the taxpayer, even those who may not use rail regularly as everyone needs education or healthcare services at some time in their life.

Within the public sector all public utilities services such as water, railway, communications and electricity could provide uniformity in the quality of

services. Nationalised industry could also work together to share best practices, ideas and provide cost savings to each other and for taxpayers.

With the large resources at its disposal, government could hire the most skilled people and train and develop its workforce without fear of poaching. At the moment industry suffers from sharp practices of companies poaching skilled workers from one another to avoid training costs. This makes planning services difficult as companies sometimes suffer from staff shortages.

This theory can also be applied to the contractors operating on the rail network and in infrastructure projects.

A centrally employed workforce would negate the need to pay profits out to vast army of privateers currently enjoying the rail gravy train.



WOMEN ORGANISED IN DOVER

Dover Shipping branch has created a women's committee to encourage the female members to participate within the union to have their voices heard.

The committee met last month at the Dover shipping

office with guest speakers Michelle Rogers and Kathy Mazur from the National Executive Committee along with Jess Webb the union's equalities officer.

The branch wants to create a similar group to run parallel for

female members on opposite shifts.

Dover branch secretary Lee Davison said that the union had a high number of female members within the branch and felt that creating these committees would encourage

more integration and participation.

"We are always looking at ways to improve the way we do things and the women's committee is a step in the right direction," he said.

ORGANISING AT NORTHLINK FERRIES

Rat Northlink Ferries – which operates ferry services between mainland Scotland and the Northern Isles of Orkney and Shetland – met in the union's Aberdeen office last month to discuss issues at the company which is operated by international services company Serco.

RMT national secretary Steve Todd said that regional organiser Gordon Martin and reps spent a very productive day discussing various organising matters and tactics.

"We need to be ensuring that we continue to provide the very best possible service to our Northlink members during this period of uncertainty as to whether the on-going Scottish government review into ferry service procurement processes will lead to an in-house public sector operator or if the Northern Isles Ferry Service will remain in the hands of privateers.

"RMT has made its position

absolutely clear to government ministers and officials from Transport Scotland that no matter what the final decision is we will continue to defend the interests of our members on pensions, job security and terms and conditions.

"I think that it's important that we reiterate this union's principled position in demanding public ownership of lifeline ferry services in Scotland and following on from our high profile and ultimately successful Keep Cal-Mac Public campaign our latest demand is Nationalise Northlink Now!

"I know that with the same determination and commitment from our members as witnessed in the West Coast of Scotland while fighting to save Cal-Mac from privatisation we will see the Northern Isles Ferry Service back in public ownership where it always should have been.

"To this end it's never been more important for those non-union members, to join RMT now. Why wait? it's your terms

ORGANISING: (left to right) regional organiser Gordon Martin, Northlink reps Keith Whyte and Bob Muirison, RMT national secretary Steve Todd and Northlink rep Tom Causby



and conditions, your pensions and your futures we are standing up for.

"Members and non-members need to get the strength of the union around you and let's be as one, all RMT members," he said. ■



HELP PROTECT THEM WHEN YOU NO LONGER CAN

RMT
protect✓

The things we do for love! Cheering from the sidelines when they're 6-0 down; overlooking the messy bedroom while they're cramming for exams; Justin Bieber concerts; shaking hands with their first boyfriend through gritted teeth; the 'taxi' to swimming lessons twice a week; the packed lunches; and the after-school 'artwork' we pin on our fridge doors...

You look out for your loved ones everyday. Maybe we can help keep up the good work when you're gone.

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The average cost of a funeral has more than doubled since 2000 and if the trend continues, it's predicted that costs could reach £6,107 by 2023*. By taking out just £20,000 of life cover, you'll help your nearest and dearest cover immediate expenses and more. With so much else to deal with at this difficult time, helping with the short-term finances for your partner or children can be just the first step towards getting their lives back on track.

It's not the only way life insurance can help them - our cover can also be a longer-term solution for any family who would struggle to pay bills, meet mortgage repayments, bring up the kids and keep meals on the table without your regular income.

It's about helping to keep things ticking over. It's about helping to take care of them, even when you're not around. It's about telling them you still love them.



Don't just take our word for it though. Amanda, 46, from Derbyshire explains why she purchased life insurance, "I have two boys and just worry about leaving them without anything and paying for my own funeral."

Deborah, 47, from Staffordshire agrees that family are extremely important, especially her husband, Paul. "I felt that I had a responsibility to put something in place for him should that day come".

Life insurance is for people like Amanda and Deborah. It's for people who want to enjoy peace of mind knowing their nearest and dearest are going to be ok financially when they're gone. It's for people who want to help their family and home hold together when everything else can feel like it's falling apart. It's for people who have been looking after their loved ones for years, and now want a way to help secure their future too.

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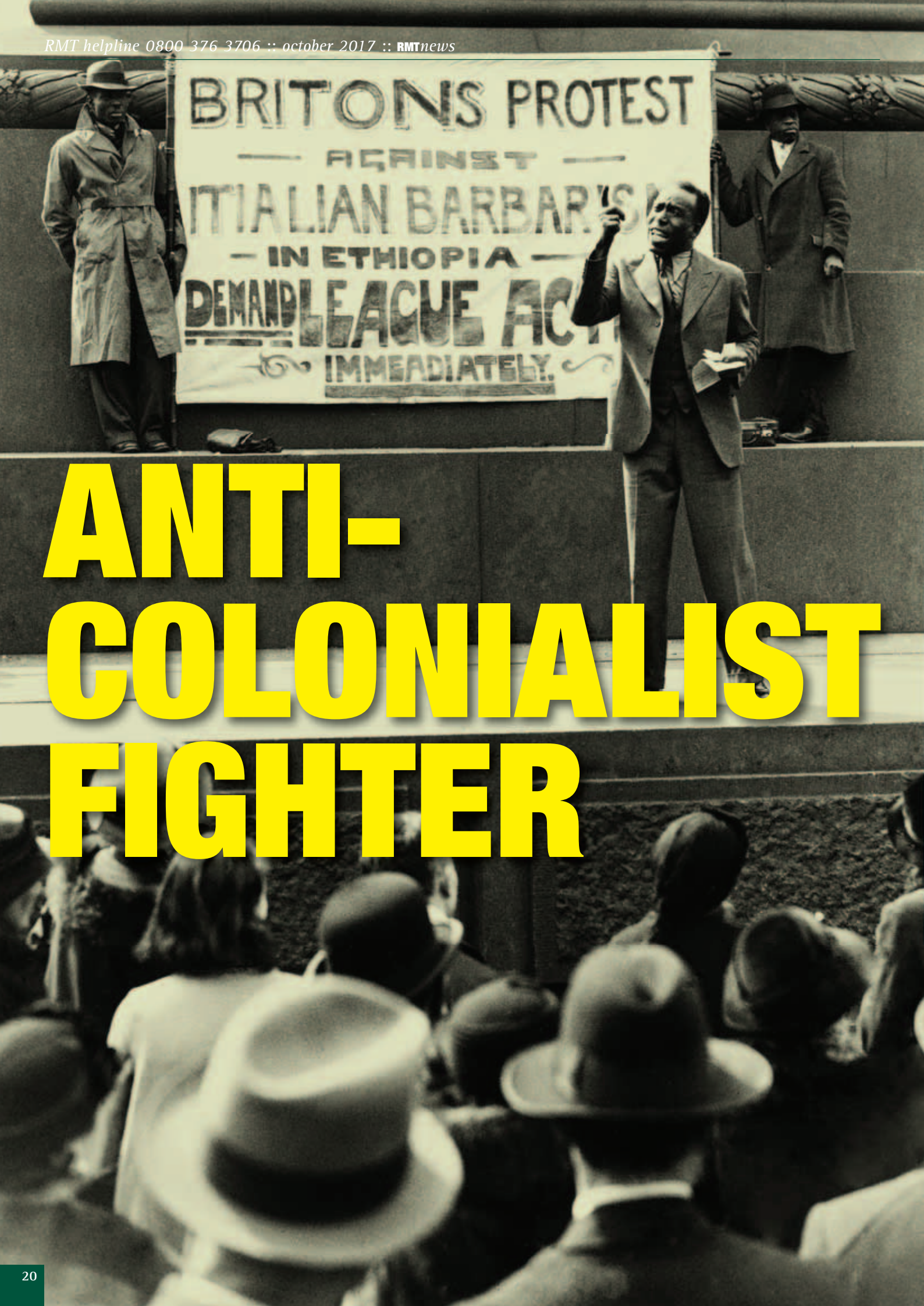
Year 1 Cashback Terms and Conditions: 1. The cashback amount payable is 10% of the first 12 months' paid premiums. 2. The cashback will be due once the 12th paid premium has been successfully collected, and the policy is fully paid up to date. 3. The cashback will be credited to the nominated bank account, from which the monthly premiums are collected. The cashback is paid by RMTProtect.

*Mintel: Funerals - UK January 2007 / Matter Research August 2014 / Forecast based on average annual compound growth rate of 6.33% each year between 2007 and 2015.

† The gift card will be sent within 14 days after we receive your second premium. One £30 M&S gift card per customer. Offer ends 31st December 2017.

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ANTI-COLONIALIST FIGHTER

Celebrating the life of Chris Braithwaite, NUS member and leader of the Colonial Seamen's Association

RMT is supporting a new exhibition, *A necessary fiction*, which runs from this month to January celebrating the life of black seafarer Chris Braithwaite, a life-long anti-imperialist fighter.

Seeking to establish a memorial to the East End's little known history of Black British radicalism, with the participation of Braithwaite's descendants who still live area, there are a series of creative workshops and history talks to engage local schools, youth groups and the wider public.

Originally from Barbados Braithwaite went to sea with the British merchant navy and travelled the world before meeting his wife Edna, fathering six children and settling in Stepney, East London from 1929 until his untimely death in 1944.

Braithwaite worked as an agent for the employers' Shipping Federation to source colonial seamen for the maritime industry, a post usually held by a white man.

The Shipping Federation was a cartel of employers designed to counter and undermine trade unionism and industrial action which finally merged with the Chamber of Shipping in 1975.

In order to avoid victimisation from his employer, Braithwaite took the pseudonym "Chris Jones" and helped to distribute the publication *Negro Worker* – edited by George Padmore – and helped launch the anti-imperialist *Negro Welfare Association*.

In 1930 he became an active member of the National Union of Seamen and joined the Seamen's Minority Movement (SMM), a rank-and-file group organised by the Communist Party of Great Britain (CPGB) which he joined a year later.

By 1932 the Seamen's Minority Movement was actively combatting racism sparked by the depression with race riots

occurring in seaports such as South Shields, Liverpool and Cardiff. Braithwaite's connections with many anti-racist initiatives including the Colonial Seamen's Organisation widened the SMM's links and exposed the failure of the NUS to back the largest black and minority ethnic workforce in Britain.

In November 1932 he led a protest at the imprisonment of National Unemployed Workers Movement (NUWM) leader Wal Hannington outside Wormwood Scrubs prison and *The Times* newspaper noted demonstrators "appeared to derive great satisfaction from the singing of the Internationale".

In 1933 he and George Padmore resigned from the CPGB in protest at the shift towards the emerging Popular Front strategy which sought to create a broad anti-fascist front with Britain and France to counter the threat of Nazism.

In 1935, Braithwaite led black and Asian seamen opposing the new British Shipping Subsidy Act, which effectively excluded undocumented Black British workers from state-subsidised ships. He also founded the Colonial Seamen's Association (CSA) which included Asian seamen, known as Lascars, alongside other black colonial seamen.

Indian communist and seamen's organiser Surat Alley recalled that the CSA was launched as fascist Italy invaded Ethiopia.

"The Association was the expression of the discontent existing among the colonial seamen and its aim was to redress their grievances," he noted.

November 1936 saw the first annual conference of the CSA in London. Braithwaite, who was elected chair, "stressed the need of organisation as the one salvation of the colonial

peoples" and Surat Alley was elected secretary.

Braithwaite's biographer CJ Hogsbjerg said that the range of support for the organisation was unprecedented given the ethnic divisions and hierarchical racial stratifications created by British imperialism encompassing not only black seamen but also Indians, Arabs and Chinese seamen and was "a testament in part to the respect for Braithwaite's tireless work and dedication".

Braithwaite also became organising secretary of the International African Service Bureau (IASB), established in 1937, and wrote a monthly column, "Seamen's Notes", for the IASB journal, *International African Opinion*.

The bureau emerged from the International African Friends of Abyssinia (Ethiopia) to address issues relating to Africa to the British general public. Braithwaite himself spoke at a rally in Trafalgar Square in protest at the Italian invasion (see picture).

The IASB sought to inform the public about conditions faced by those in colonial Africa and created a list of desired reforms and freedoms that would help the colonies. The bureau also hoped to encourage new African trade unions to affiliate themselves with the British labour movement.

It held weekly meetings at Hyde Park where members discussed industrial action in the Caribbean and Africa. It also



supplied speakers to Labour Party branches, trade unions and the League of Nations Union and provided questions to be asked in Parliament regarding legislation, working conditions and other trade union issues.

Chris Braithwaite died unexpectedly of pneumonia in 1944 at the age of just 59 years old and his friend George Padmore wrote an obituary which described him as someone who had "always taken an active part in the working-class struggles of this country, especially those affecting seamen – white as well as coloured. He was a member of the Seamen's Union, and every progressive movement concerned with the welfare of seagoing folk had his support".

A NECESSARY FICTION

A host of art exhibitions, lectures and other events that run from October to January.

Tower Hamlets Local History Library and Archives
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For more information: www.ideastore.co.uk

Phone: 020 7364 1290

Email: localhistory@towerhamlets.gov.uk



AND THE BAND PLAYED ON

RMT's brass band manager Paul Brickle recounts another successful year

The annual itinerary of RMT's RMT Fishburn brass band begins in May with the Jim O'connell festival at Krossakiels in Ireland. Then in July we have to very large events, the Durham miners Gala, which gets bigger every year, and Tolpuddle Marytrs festival in Dorset.

The RMT band was the biggest on parade at this year's Durham Gala from around 100 other bands.

The band has also won awards at the Easingwold competition and took part in the Wainstones competition also known as the Dr Martins

competition. We were competing against bands ranked as high as eighth and 20th in the brass band world rankings.

We managed to come away with a well-earned fourth place, beating three bands ranked higher than ourselves. This will mean we will gain a good few ranking points and move us further up the table.

Our final engagement was at the ever-popular Burston strike school festival in Norfolk which celebrates the longest strike in history and celebrates the lives of two socialist educators sacked in 1915 Tom and Annie Higson. ■



Burston



Tolpuddle



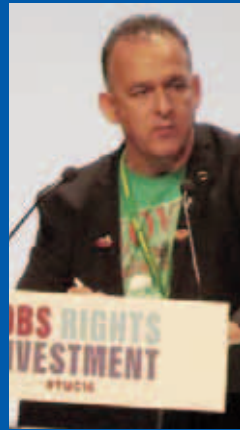
MERCHANT NAVY DAY

Dover shipping branch secretary Lee Davison represented the union at the Dover Merchant Navy day memorial ceremony.

The annual event is hosted by Dover Council to commemorate the sacrifice given by members of the Merchant Navy during times of conflict. A wreath was laid on behalf of the union at the Merchant Navy memorial on Dover seafront. ■



President's column



STAND AND DELIVER

"Stand and deliver" was the famous demand from the notorious masked highwayman, Dick Turpin in the early 1730's.

Who would have thought that the latest exponent of this order would be a man dressed very similar to those that sent Turpin to the gallows in York 276 years ago.

The decision from Justice Supperstone, that the Communication Workers Union [CWU] could not take legal strike action was nothing more than a modern day Turpin - style "gun to the head" order; that the members must "stand and deliver".

We already live in a country with some of the most regressive anti - trade union laws imaginable, whereby a simple majority is good enough when it comes to deciding who runs the government but it is not good enough when workers try to withdraw their labour.

110,000 CWU members were balloted with a 73.7% return, of which nearly 90% voted for industrial action; smashing the thresholds needed in law, so, the company needed a friendly judge and it looks like they found one! These workers are facing a reduction in their pensions of up to a third and that is with a pension scheme that is currently in surplus. At the same time Moya Greene, the chief executive at Royal Mail has received a 23% increase to her pay and perks package; so it's not surprising that Dave Ward and his members are less than pleased.

We in RMT know only too well what it's like to have to fight the private operators, governments and the unequal legal system in this country and I'm sure you will all join me in sending a strong message of solidarity to our CWU

comrades.

Recently I attended the four-yearly congress of the Transport Workers Union of America, with the General Secretary and Sister Lorna Tooley, who was chosen by our Annual General Meeting delegates to represent members at the conference.

TWU has many similarities with RMT, being an all grades transport union. Founded in 1934 by New York subway workers, the name of the union was chosen as a tribute to the Irish Transport and General Workers Union, which was led by Jim Larkin and James Connolly twenty years before.

TWU established a reputation for militancy and left-wing politics which it still has today, while we were there John Samuelsen was confirmed as the new international President. A large part of John's acceptance speech focused on Bob Crow and how much he admired and learnt from him; it was an emotional tribute.

Finally, I would like to commend all our members right across the RMT, who have had to stand up and be counted; whether you have already been forced to take action due to unfair or unsafe demands/plans from the employer or recently voted in preparation to do so, you are all heroes.

"Honest politics and Tory politics are contradictions in terms. Lying is a necessary part of a Tory's political equipment, for it's essential to him to conceal his real intentions from the people. This is partly the reason for his success in keeping power" [Aneurin Bevan 1944]

In Solidarity,
Sean Hoyle

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PROTECTING AND PROMOTING OUR MEMBERS' INTERESTS



REPORT OF THE INDEPENDENT AUDITORS

Set out below is the report of the independent auditors to the members as contained in the accounts of the Union for the year ended 31 December 2016:

We have audited the accounts of the National Union of Rail, Maritime and Transport Workers for the year ended 31 December 2016, set out on pages 9 to 34. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice), including Financial Reporting Standard 102.

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

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

As explained more fully in the Statement of Responsibilities of the National Executive Committee on page 7, the Union's National Executive Committee is responsible for the preparation of accounts which give a true and fair view. Our responsibility is to audit and express an opinion on the accounts in accordance with applicable law and International Standards on Auditing (UK and Ireland). Those standards require us to comply with the Auditing Practices Board's Ethical Standards for Auditors.

SCOPE OF THE AUDIT OF THE ACCOUNTS

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

accounting policies are appropriate to the Union's circumstances and have been consistently applied and adequately disclosed; the reasonableness of significant accounting estimates made by the Union's National Executive Committee; and the overall presentation of the accounts. In addition, we read all the financial and non-financial information presented with the accounts, including the Report of the General Secretary, to identify material inconsistencies with the audited accounts and to identify any information that is apparently materially incorrect based on, or materially inconsistent with, the knowledge acquired by us in the course of performing the audit. If we become aware of any apparent material misstatements or inconsistencies we consider the implications for our report.

OPINION ON ACCOUNTS

In our opinion the accounts give a true and fair view of the state of the Union's affairs as at 31 December 2016 and of its income and expenditure for the year then ended.

MATTERS ON WHICH WE ARE REQUIRED TO REPORT BY EXCEPTION

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

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

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

H W FISHER & COMPANY
Chartered Accountants, Statutory Auditor
Acre House, 11-15 William Road,
London NW1 3ER, United Kingdom
Dated: 31 May 2017

SUMMARY FINANCIAL INFORMATION EXTRACTED FROM THE FULL ACCOUNTS

Summary income and expenditure accounts for the year ended 31 December 2016:

General Fund and Orphan Fund

	2016 £'000	2015 £'000
Subscription income	15,653	14,899
Operating expenditure	(17,130)	(16,195)
Operating result	(1,477)	(1,296)
Other income/(expenditure)	5,710	1,076
Result for the year	4,233	(220)
Other comprehensive income	(9,940)	6,930
Comprehensive result for the year	(5,707)	6,710

Political Fund

	2016 £'000	2015 £'000
Subscription income	264	262
Operating expenditure	(270)	(328)
Operating result	(6)	(66)
Other income/(expenditure)	12	12
Result and comprehensive result for the year	6	(54)

SUMMARY OF SALARIES AND BENEFITS PROVIDED

Name	Position	Details	Amount
M Cash	General Secretary	Salary	£98,086
		Pension contributions	£32,576
		Other benefits	£6,687
S Hedley	Assistant General Secretary	Salary	£55,243
		Pension contributions	£18,347
		Other benefits	£4,979
M Lynch	Assistant General Secretary	Salary	£76,028
		Pension contributions	£18,586
		Other benefits	£1,444
S Hoyle	President	Attendance, lodging allowance and reimbursed expenses	£58,491

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

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

Name	Amount	Name	Amount
A Budds	£ 52,701	B Pascoe*	£ 54,420
P Collins*	£ 49,391	B Potts*	£ 62,137
M Craig*	£ 13,672	M Rodgers*	£ 58,856
L Davison	£ 50,647	J Reid	£ 47,353
E Dempsey	£ 49,990	D Shannon*	£ 53,958
S Hoyle*	£ 58,491	P Shaw*	£ 56,027
K Lingwood*	£ 36,938	S Shaw*	£ 52,939
K Mazur	£ 48,937	J Slee	£ 47,828
P McDonnell	£ 51,413		

*In addition, the Union provides accommodation while on Union business

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

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

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

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

STEAMING ON THE HOPPER EXPRESS



Picture: KESR

The picturesque Kent and East Sussex Railway heritage line specialises in encouraging young people into the sector

Today the Kent and East Sussex Railway heritage railway runs for over 11 miles through the stunning Rother Valley from the historic town of Tenterden through to Bodiam station, a stone's throw from Bodiam Castle.

Economically, while it struggled to survive for most of its commercial history, it is now a fundamental part of the local economy attracting over 80,000 visitors to the area each year.

And there is a lot to see including an interesting fleet of steam engines, dating from the 1870s to the 1950s, looked after at a busy locomotive works and carriage shed established at Rolvenden station.

This has also been a thriving centre for young people to get involved in the heritage industry for over a decade with its innovative Saturday Gang programme. The brainchild of driver Lawrence Donaldson, young people of all ages get involved in the workshop

cleaning, maintaining and overhauling loco engines.

Veteran Saturday Ganger of over eight years James Alan reveals that the youth group, which currently has around 15 volunteers, are just finishing a total rebuild of the KESR's Hunslet Austerity class 0-6-0PT 25 first built during World War Two.

He explains that many young people have passed through the Saturday Gang and some have even gone on to study various forms of engineering at University.

James himself has just finished a history degree where he specialised on the role of the southern railways in the war effort during World War Two.

"We run courses and work closely with groups like the Boiler Engineering Skills Training Trust and the Association for Black and Ethnic Minority Engineers, teaming up with their apprentices, and give everyone a good hands-on

insight into the work we do," he says.

This type of work can be seen on James excellent monthly video blog which can be viewed on youtube and facebook or by going to the KESR website.

There is also a carriage shed and works at Tenterden with sets representing the Victorian age right up to the 1950s.

At the museum at Tenterden curator Brian Janes explains that the line opened at the start of the Twentieth century as a rural light railway but, following World War One, its fortunes declined rapidly and passenger as goods traffic dropped.

"Only during the brief hop-picking season did the bustle return as the hop-pickers and their families descended from London for their annual invasion," he says.

During the Second World War the KESR housed a large rail-mounted gun and assisted

in Operation Pluto, the construction of undersea oil pipelines under the Channel in support of the Allied invasion of Normandy in June 1944.

The line was finally closed in 1970 but plans to preserve the KESR were already well under way despite the fact that British Railways had demolished virtually all the buildings at Tenterden.

The current station building came from Borth near Aberystwyth on the Welsh coast and the signal box once stood at Deal Junction, near Dover.

In contrast Bodiam station is the most unaltered and every care has been taken to maintain its original atmosphere. The station became the line's western terminus on April 2 2000 exactly 100 years to the day since the first passenger train pulled in.

The KESR has also led the sector by providing luxury Pullman style on-train catering since 1974. Full-time caterer



Pictures; Paul Sage



Driver: Lawrence Donaldson



SATURDAY GANG: (from left to right) 14 year-old Joshua Walker, a regular since he was 11 years-old, 25 year-old James Alan, James Dory, currently training to be a signaller and 17 year-old Sam Mills, specialising in repair, all stand in front of the Hunslet Austerity class train it took them just over a year to refit for duty.

Harriet Alan explains that the service provides valuable income and is mostly fully booked in advance. Themed weekends and events ranging from Days out with Thomas to transport rallies, the Hoppers' Weekend and the famous Santa Specials are also a major feature of operations.

Brian Janes says that the line only continues to operate through the dedication of the few paid staff and the generosity of those who volunteer including many currently working in the rail industry.

"Any profits are ploughed back into the charity and everyone gives some or all of their time free," he said.

He explains that preparation of a locomotive starts three hours or so before the day's service, including building up a fire to raise steam, coaling, oiling and greasing, cleaning paint and burnishing brass work all helped by the busy Saturday Gang.

"Up to 600 gallons of water is taken at each water stop and

the daily coal consumption is up to two-and-a-half tons," he says.

There are plans to extend the line to Robertsbridge and connect it with the London-Hastings main line. The next stage is to seek the required Act of Parliament to secure the final go-ahead for construction of the missing two-mile link.

At Robertsbridge a separate railway preservation effort has been set up by the Rother Valley Railway which aims to restore

track and services east from the main line railway station to Bodiam.

Today much of the site had been cleared and is currently undergoing major redevelopment including new track and a new station. All this means that new generations can enjoy the Kent and East Sussex Railway heritage line in the future.

For more information go to: kesr.org.uk.

Picture: KESR



Pensioners' Parliament 2018



Hundreds of older campaigners are expected to gather in Blackpool for the annual three-day, NPC Pensioners' Parliament from 12-14 June 2018. The event always starts with a colourful and noisy march through the town centre, followed by a rally with a number of well known speakers. Full details of these will be available shortly.

Day two and three will include sessions on a wide range of issues of concern to older people, from pensions and care, to transport and housing. Delegates will be able to pick up useful information from a range of expert speakers as well as ask questions and give their own views. There will also be a lively exhibition area, extra activities going on during the conference and a popular social evening.

One of the ways we can build the pensioner movement is through attending the Pensioners' Parliament. It promotes a shared identity and unity in campaigning, as well as providing the opportunity to meet old and new friends and to socialise.

We hope you will decide to be a part of this unique experience. We know you will enjoy it if you do.

NPC PENSIONERS' PARLIAMENT 2018 BOOKING FORM

Number of credentials required: £10

☐

Name:

Organisation:

Address:

Email:

Please make cheques payable to NPC and return with this form to
NPC 62 Marchmont Street Community Centre, Marchmont Street,
London WC1N 1AB. Thank you

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WATFORD BRANCH
SUPPORTS

WAYNE MOORE

FOR REGION 10 EC MEMBER

MARCH & DISTRICT BRANCH
NOMINATE

WAYNE MOORE

FOR LONDON & ANGLIA REGION 10
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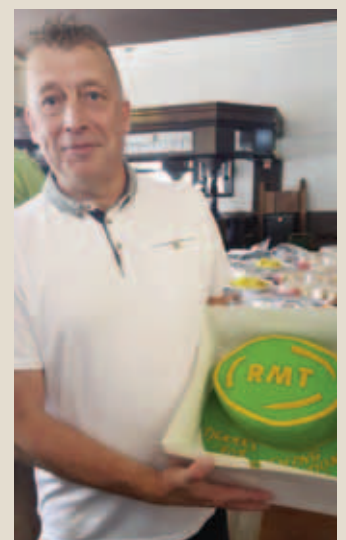
RMT Scottish Regional Council launching the Bob Crow organising day ■



RMT assistant general secretary Steve Hedley attended Birmingham Engineering branch to present Mike Atherton with his 50-year badge and to present 25 year badges to Paul Rowley, Steve Hepple White and Tony Fisher and 10 year badges to peter Smith and Adrian Poole. ■

NOTTS ANNIVERSARY

Nottingham and Derby branch Secretary Chris Doran received a cake to mark the ten year anniversary of the branch. ■



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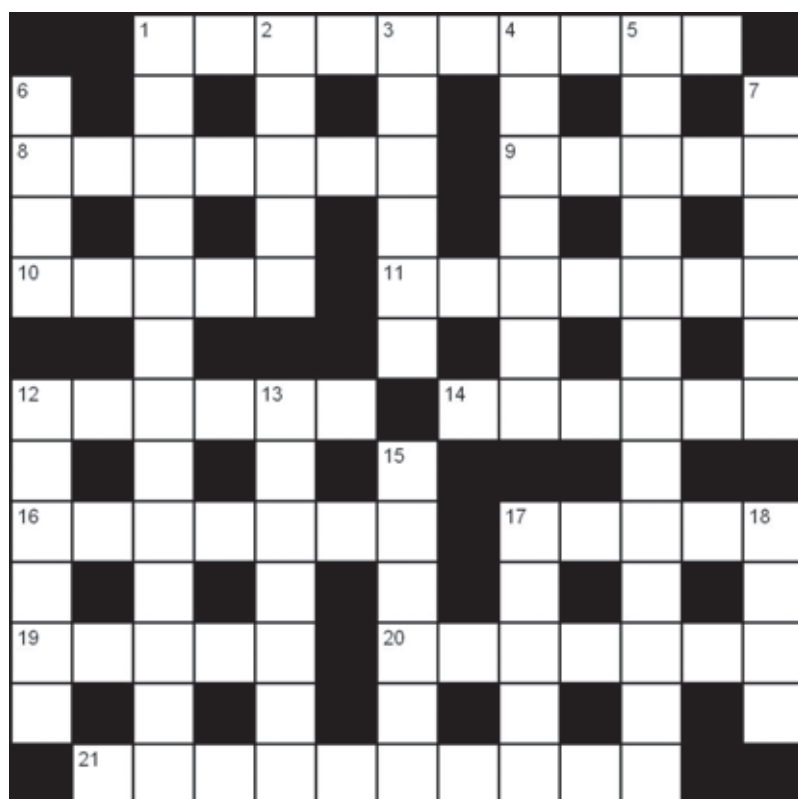
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Last month's solution...



The winner of last month's prize crossword Winner Peter Shaw, Sheffield.

Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by November 24 with your name and address.

Winner and solution in next issue.

ACROSS

- 1 Ordinarity (10)
- 8 Cleanliness (7)
- 9 Depart (5)
- 10 Farewell (5)
- 11 Revealed (7)
- 12 Even (6)
- 14 Harsh (6)
- 16 Compress (7)
- 17 Grasslike plant (5)
- 19 Ray (5)
- 20 Extract (7)
- 21 Set (10)

DOWN

- 1 Pomposity (13)
- 2 Sediment (5)
- 3 Egg dish (6)
- 4 Deteriorate (7)
- 5 Supremacy (13)
- 6 Flightless bird (4)
- 7 Interfere (6)
- 12 Seed (6)
- 13 Adolescent (7)
- 15 Command (6)
- 17 Raw fish (5)
- 18 Level (4)



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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.

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Address

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Date

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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

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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.

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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.
- 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.
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